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Touring ... \$51,600 Brougham ... \$52,035  
Coach ... \$51,740 Sedan (6) ... \$52,215  
Sedan (7) ... \$52,330  
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HONG KONG, SATURDAY, APRIL 23, 1927.

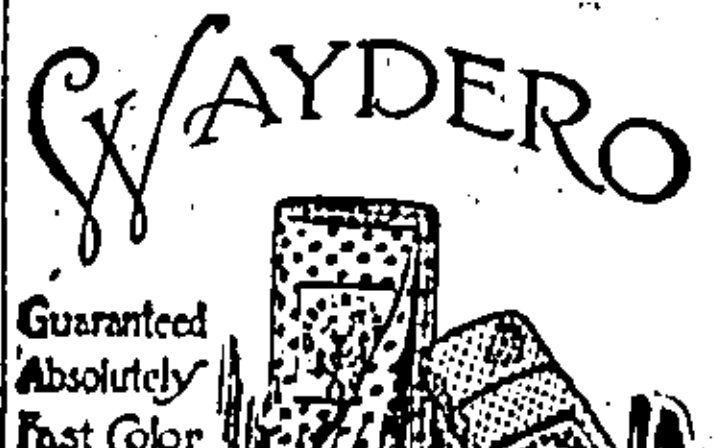
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### SUMMER DRESS GOODS



The newest designs and colourings in Voiles. All over and bordered designs.  
\$1.50 to \$2.50 yard.



### The Fine Washing Fabric.

For Shirts, Children's Dresses, Toppers, etc.  
A full range of designs in stripes, spots and figures on show.

width 27 inches.  
OUR PRICE 95 Cents. Yard.



### SNOWLAWN MADDAPPOLAM

The ideal fabric for underwear, soft and soothing to the skin.

Washes beautifully.  
Width 36 inches  
OUR PRICE \$5.75 12 Yds.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
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The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, etc.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

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### UNDERWOOD TYPEWRITERS

Small 3-Bank Portable Model  
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Standard Office Machines

Every Size always in stock  
Suitable for all requirements.

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Queen's Building,  
Ground Floor,  
Opposite Ferry Wharf.  
Tel. 1030 Central.

## REPLY TO MR. CHEN.

### Full French and British Agreement.

### FURTHER YANGTSE INCIDENTS.

Paris, April 22.  
At the close of the Cabinet meeting this morning, the Foreign Minister, M. Briand, announced that the French and British Governments were in complete agreement with regard to the Note to be sent to the Chinese Nationalist Government concerning the Nanking outrages.

M. Briand added that there had been complete French and British agreement as regards affairs in China.—Reuter.

### YANGTSE INCIDENTS.

### British Sailors Repel Coolie Stampede.

Hankow, April 22.  
More troops are being moved up to meet the Fengtien troops who have advanced through Honan Province along the railway from Peking to Hankow with the object of entering Hupeh province, held by the Nationalists.—British Naval Wireless.

### Hankow Posters.

Kiukiang, April 22.  
A new Chinese Commissioner for Foreign Affairs has been appointed viz. Liu Hai. He is reported to be a Communist and favourable to the Hankow section. The ex-Communist was placarded with posters against Imperialism yesterday, but these were not particularly virulent or anti-British.—British Naval Wireless.

### Coolies in a Fracas.

Wuhu, April 22.  
Coolies attempted to rush a Butterfield and Swire hulk yesterday, suddenly boarding the latter from a river steamer brought alongside the hulk.

An armed guard of British Bluejackets withstood the rush and in the ensuing fracas, a few of the coolies received bayonet scratches.

Troops at Tatung have been disarmed by General Wang Ting-piao, of the 10th Nationalist Army.—British Naval Wireless.

### Fires in Pukow.

The firing on Hsiauwan by the Northerners in Pukow has been returned by the Southerners who have brought the guns on Lion Hill into play. The guns have caused large fires to break out in Pukow.

On the arrival here yesterday of a China Merchants steamer from up-river, field guns from Pukow opened fire on sampans landing passengers.

The steamer was prevented from joining a British convoy. The convoy itself was not fired on.—British Naval Wireless.

### HANKOW'S PLIGHT.

### House to House Collection of Silver.

Rugby, April 22.  
Hankow reports state that the local government is making a house to house collection of silver in the native city and is searching all Chinese pedestrians for silver.

Coal, of which there is a shortage, and rice are being commandeered and rationed.

Mr. Eugene Chen has informed all local consuls that his government cannot guarantee the security of premises vacated by their owners, and has called an international meeting in the hope of getting foreigners to resume business.—British Wireless Service.

### EARLIER MESSAGES.

### Powers' Yangtse Blockade Threat.

Paris, April 22.  
The Five Powers' reply to Eugene Chen's answer to their protest against the Nanking outrages will contain a threat to blockade the Yangtse if satisfaction is not given, according to "Le Matin," which declares that such a blockade would mean the isolating of Shanghai from the Communist stronghold at Hankow.

The French Minister at Peking has already been instructed to give his assent to a joint reply. "Le Matin" points out that the Powers must take into consideration the split which has arisen among the Southerners. The Nationalist, Chiang Kai-shek, cannot

## SEAMEN'S STRIKE.

### Canton Government's Action.

### "FATSHAN" CREW ABSENT.

Efforts to start a seamen's strike in Canton yesterday were steeply dealt with by the city and provincial authorities.

One result, however, is that the China Navigation steamboat "Fatshan" found herself alongside the Steamboat Co.'s Hong Kong wharf this morning unable to leave for Canton as her crew had left, with the exception of a few loyal "hands."

The Steamboat Co.'s vessels in Canton are not believed to have been implicated.

Yesterday was chosen by the Moderates for their celebration of the Nationalist Government's drive against the Communists on Good Friday.

Under pretence of joining the mass meeting and procession, the crews of all river boats were absent from the wharves at Canton yesterday.

### Aim of the Strike.

The Canton Police immediately took measures, as they had information that the seamen were planning to strike and, when communications had been severed, to petition the Government for the release of a number of Union officials and other alleged agitators, together with the return of certain Union property.

Before the Canton authorities could take action, British Naval ratings had joined the "Fatshan" from the river gunboats and the "Fatshan" cleared for Hong Kong.

This was taken as a signal by the crews of the other river ships that the projected strike had been broken. An ultimatum was delivered verbally to the seamen by the Canton officials and the crews returned to the boats which arrived in Hong Kong yesterday evening, several hours later.

### Loyalists in Control.

These other ships are able to resume the run, as they have their crews. The "Fatshan" came down without a crew and therefore did not sail this morning.

On the Nationalist Government hearing of the Communist plot to retaliate by a general strike in Canton, orders were given to restrict the demonstration at East parade ground and to cancel the subsequent procession.

Tension has increased and a state of strict vigilance prevails. In no instance have the Communists been reported to have got the upper hand. The authorities do not anticipate a general strike and in Fatshan, an important city further up River, the loyal troops have scored several successes against the local Extremists, many of whom were disarmed without resistance.

be treated in the same way as Borodin's accomplice, Eugene Chen.—Reuter.

### Post for Mr. C. C. Wu.

Shanghai, April 22.  
A report from Nanking dated the 21st states that the Nanking Government has appointed C. C. Wu as Minister of Foreign Affairs but that Mr. Eugene Chen retains the post until the Nanking affair is settled with the Powers. The post was first offered to Hu Han-min who refused it. Ku Yin-fan has been appointed Minister of Finance.—Reuter.

### British Sailor Stabbed.

Shanghai, April 22.  
A message from Hankow, dated the 21st, states that two British sailors while in richas yesterday were attacked by a mob of coolies. One of them was stabbed twice.—Reuter.

### Big Boom Predicted.

London, April 22.  
Sir Francis Aglen in an interview; expressed confidence that the end of the present turmoil would mark the beginning of the greatest of Far Eastern trade booms, and that meanwhile the Chinese were willing and anxious to carry on foreign trade wherever conditions make it possible.—Reuter.

### French Evacuate.

Paris, April 22.  
"Le Petit Parisien" announces that French residents have evacuated that part of Yunnan which is overrun by bandits.—Reuter.

## BORDER INCIDENT.

### Strikers Make off With Engines.

### RAILWAY TRAFFIC STOPPED.

Joining the campaign to defy the Nationalist Government, "Red" drivers on the Kowloon-Canton Railway made off with two locomotives from Samchun, the British border station, thereby severing communication with Hong Kong.

This occurred shortly before the daily express was due to leave Kowloon at 8.05 a.m. with passengers.

### VISIT TO SPAIN.

### Popular British Princes At Madrid.

Rugby, April 22.  
The Prince of Wales and Prince George, accompanied by Brigadier-General Trotter, arrived in Madrid this morning on a visit to the King and Queen of Spain.

They were met at the station by the British Ambassador, the King and Queen of Spain, General Amado, Minister of the Interior, and many members of the British Colony.

A large crowd cheered the royal visitors as they drove to the palace.—British Wireless Service.

gers for Canton. This express runs along the British section to the steel railway bridge at the New Territories frontier, the passengers change over to the Chinese section at Samchun station (which is this side of Samchun market) and then travel on the Chinese section to Canton.

Communist agitators are alleged to have influenced the drivers on the Chinese section.

After reporting for work at Samchun this morning, they suddenly drove off the two engines (belonging to the Chinese section) and made off, it is supposed, for Canton.

The news was received in Kowloon and the express did not leave.

On Good Friday, the Canton-Kowloon Railway Union at Tai-sha-tau, Canton, was raided by the Moderate troops. All three railway unions in Canton came in for attention as they were under the suspicion of the authorities.

The Tai-sha-tau union was raided and men on the premises disarmed.

As reported elsewhere in this issue, the Communists had plotted reprisals, the main feature of which was a general strike, of which the coup on the railway to Kowloon must have been a part.

### THIRTY YEARS' JAIL.

### PLOTTERS AGAINST DUCE SENTENCED.

Rome, April 22.  
Zaniboni, Capello and in default Ursula have been sentenced to thirty years' imprisonment, Ducci to twelve years and a month, Nicoloso and Luigi Calligaro to ten years, ten months and twenty days, Riva to six years, and Angelo Calligari to four months' imprisonment. Celotti has been acquitted. The sentences on the first three accorded with the public prosecutor's previous demand.—Reuter.

[The frank admission that he intended to assassinate Signor Mussolini was made by Zaniboni, who was surprised on December 4, 1925, with a rifle in a room opposite a balcony of the Chigi Palace, where Sig. Mussolini was due to appear. Capello and six others were placed on trial with him on a charge of conspiring against the State and of attempting to take the life of the Duce. Zaniboni declared that he would undoubtedly have killed Mussolini had the police not arrested him when they did. He intended the assassination to be accompanied by an attack with 200 men on the Fascists outside the palace, but as all attempts to collect the men failed, he decided to act alone.]

### WEATHER FORECAST.

"Moderate N.E. winds, fair" is the official weather forecast till noon to-morrow for Hong Kong, the adjacent coast and Formosa Channel.

## JUMP INTO SPACE.

### British Airman's Lucky Escape.

### ESCAPE FROM CERTAIN DEATH.

Rugby, April 22.  
An officer of the Royal Air Force made a parachute descent to-day from a height of 8,000 feet and landed safely. He was Flight Lieutenant David Daucy Greig, of the Central Flying School.

He had gone up from Oneley in a single seater fighting plane to carry out special tests.

Suddenly the machine was seen to be out of control and to be spinning towards the ground at a terrific speed.

For some moments Greig could be seen making a desperate but vain effort to regain control.

A few seconds later when the machine appeared to be falling like a stone the airman was seen to jump from the pilot's seat.

He too was falling like a stone when to the relief of the onlookers his parachute opened and he made a prolonged but safe descent, reaching the ground about two miles from his starting point.

The aeroplane struck the earth several minutes earlier and burst into flames.—British Wireless Service.

## JAPAN'S CRISIS.

### GOVERNMENT DECLARES A MORATORIUM.

### REASSURING LOCAL STATEMENT.

Tokyo, April 23.  
A moratorium has been proclaimed effective from to-day for twenty days.

This does not apply to the payment of wages, the payment of debts, local governments and public bodies, and bank deposits under five hundred yen.—Reuter.

### YOKOHAMA SPECIE BANK.

### Business Not Affected By The Moratorium.

The Hong Kong branch of the Yokohama Specie Bank has issued a statement locally that notwithstanding the fact that a Moratorium has been declared in Japan, the Yokohama Specie Bank will carry on business both in Japan and in all its foreign branches without any difference or restriction whatsoever. "All obligations will be met irrespective of the amounts involved," adds the statement, "and we shall continue to cater to the wants and convenience of our customers exactly as heretofore."

### Earlier Messages.

Tokyo, April 22.  
The Government have decided to proclaim a moratorium, except in the Colonies, probably to-morrow, but will not apply it to the payment of wages, payment of debts of local Governments and public bodies or to bank deposits under 500 yen.

The Bank of Japan's advances amount to more than a billion and three hundred million yen.

The Police Forces are being mobilised for the purpose of countering any possible trouble. Business is paralysed, but bankers assert that the structure is fundamentally sound, and they consider that a short moratorium will be good.—Reuter.

## "BRITISH WORKER."

### STRIKE PAPER TO FIGHT NEW BILL.

London, April 22.

The "British Worker," which ran for eleven issues during the general strike last year as a strike bulletin of the General Council of the T.U.C., will be reissued as a penny weekly as the official bulletin of the Trade Union Defence Committee during the period of the campaign against the Government's Trades Union Bill.—Reuter.

### TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 2/0 5/16.

## MEXICAN HORROR.

### Return of the Relief Train.

### TERRIBLY POIGNANT SCENES.

Mexico City, April 22.  
The spectacle of sobbing men, shrieking women and wailing children alighting from the carriages completely overcame the crowds lining the platform on the arrival of the relief train bearing the survivors of the train outrage.

Men broke down and cried and women fainted and became hysterical. One, on learning that her husband was among the killed, shrieked and endeavoured to tear off her clothes and throw herself under a train.

A young man alighted from a Pullman car with a maniacal laugh and invited his friends to dance. It transpired that he was insane as a result of the tragedy in which his wife and three children were butchered.

Another man returned with three girls from a family of eleven. Altogether twenty children were massacred.

Some bore gaping wounds similar to those caused by dura dum bullets. Men in the crowd cried piteously at the sight of three children wrapped in blankets to cover their hideous burns.—Reuter's American Service.

## ST. GEORGE'S DAY.

### CENOTAPH OBSERVANCE TO-DAY.

In observance of St. George's Day, a wreath was laid on the Cenotaph this morning, officers and members of St. George's Society attending.

Among those present were Mr. C. G. Alabaster, K.C., President; Sir Henry Pollock, K.C., and Mr. W. A. Dowley (Past Presidents); Lt.-Col. L. G. Bird, Vice-President; Hon. Mr. E. D. C. Wolfe, Mr. H. B. L. Dowbiggin, Rev. H. V. Copley-Moyles, Mr. T. E. Pearce, Mr. L. C. F. Bellamy, Mr. P. S. Cassidy, Mr. R. E. Lindsell, Mr. J. H. Ramsay and Mr. F. A. Wells.

### Reservists' Wreath.

Reservists of the Northumberland Fusiliers laid a wreath on the Cenotaph at 10.15 a.m. this morning:—

Corporal J. H. Speight, Lance Corporals G. Gee and F. Snowden, Bandsman R. Anderson, Fusiliers I. Davis, H. Eyre, A. J. Hare, T. Ridge, C. W. Turner, J. Walker, R. H. Wilson, G. Davis, F. Johnstone, G. Rex, G. Siddell, W. Dugdale, E. Henderson, F. Pattison, H. Stephenson, E. A. Eddows and R. B. Gray.

### Anzac Day.

Members of the Ex-Active Service Men's Association and others interested are asked to be present at 9.30 a.m. on April 25 (Anzac Day) when a wreath will be laid on the Cenotaph in memory of the Australians and New Zealanders who gave their lives in the Great War 1914-1918.

## \$1,000,000 SUIT.

### JEW'S ACTION AGAINST HENRY FORD.

### COURT DECLARES MIS-TRIAL.

Detroit, April 22.  
The Federal Court has declared a mis-trial in the \$1,000,000 libel suit against Mr. Henry Ford by Mr. Aaron Sapiro, the wealthy Chicago lawyer, on account of alleged anti-Jewish articles in Ford's weekly "Dearborn Independent," on the ground that it is impossible to proceed as a jurymen has given an interview to a local paper.

The trial, which has been proceeding for several weeks, has been most expensive. It has aroused vast public interest as it is thought anti-Semitism will play a large part. The "Dearborn Independent" suggesting that there existed a Jewish conspiracy to control agriculture in the United States.

The jury consisted of six men and six women not connected with either the Ku Klux Klan or the Jewish race by blood or marriage. Mr. Ford's counsel, Senator Reed, is a prospective candidate for the Presidency. He was seized by severe pains in the abdomen and had to be removed to Mr. Ford's Hospital.—Reuter's American Service.

A new, interesting, and abundant selection of distinctive Summer Dresses.

## Floral Cotton Voile

## WASHING SILKS

All following the latest lines of Fashion and entirely new stock.

## Millinery —

Smartly portraying the present vogue.

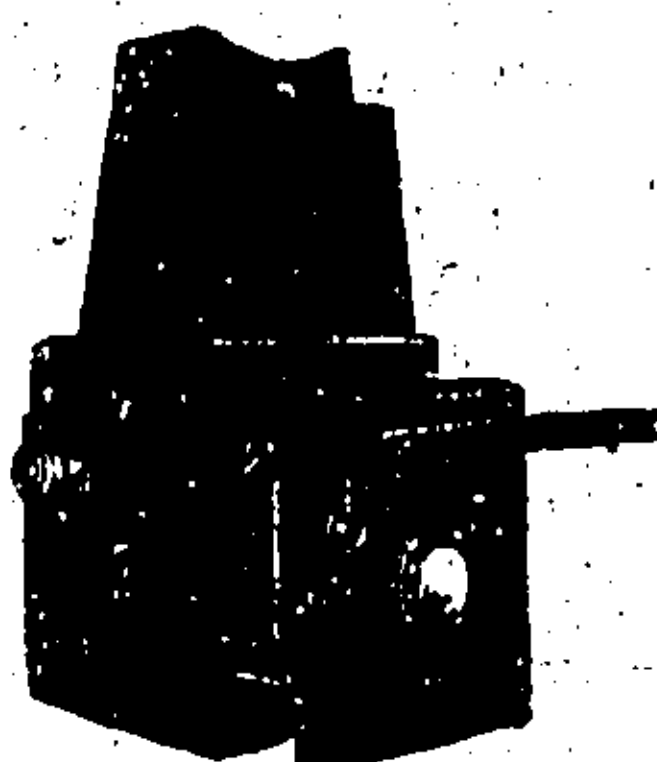
Everything for the Little man, and his Sister — at moderate prices always.

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## BRITISH CAMERAS



## THE THORNTON-PICKARD

## TWO MOVEMENT REFLEX

Supplied with

F. 4.5  
F. 3.5  
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LENSES.

Sold By All Dealers in Hong Kong.

## PHOTO-SUPPLIES.

A large consignment of New Kodak Cameras and Films just unpacked.

Developing, Printing and Enlarging undertaken.

## ZIESS FIELD GLASSES.

Price Moderate.

A Trial Order is Solicited.

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### Phone C.22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

### TO LET.

TO LET.—Ground Floor, A.P.C. Building, Suitable as a Shop. Apply to Tabaquia Filipina, A.P.C. Building.

TO LET.—Furnished for five months from May 1st. Modern Bungalow at No. 4 Broadway Road containing 2 Reception Rooms and 3 Bedrooms. Apply Hong Kong Tramways Limited.

### FOR SALE OR TO LET.

BUNGALOW, 402, Severn Road, Peak. Partly furnished. Four Reception and Five Bedrooms. Tennis Court. Possession from 1st June. Apply:—Lowe, Bingham & Matthews, Chartered Bank Building.

### FOR SALE.

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

### MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.

### LAMMERT BROS.

AUCTIONEERS, APPRAISERS, AND SURVEYORS.  
**Public Auctions**

THE Undersigned have received instructions from Hon. Mr. H. W. Bird to sell by Public Auction

on

MONDAY, the 25th April, 1927 commencing at 2.30 p.m.

at No. 27, The Peak, Lugard Road

A Quantity of

VALUABLE HOUSEHOLD FURNITURE

comprising—

Chesterfield Couch with Covers, Chesterfield Armchairs with Covers, Curtains, Carpets, Teak Desk, Teak Bookcases, Pictures, Ornaments, etc.

Teak Extension Dining Table, Teak Chairs, Teak Sideboard, Dinner Waggon, Teak Ice Chest, Crockery, Glass Ware, etc.

Iron and Teak Bedsteads, Teak Wardrobe with Bevelled Mirror Door, Dressing Table, Teak Chest, of Drawers, Chairs, Screen, etc., etc.

ALSO

One Columbia Gramophone, One Perambulator.

AND

One Teak Trousers Cabinet fitted with Messrs. A.S. Kew & Co.'s patent lever presses.

On View from Sunday, the 24th April, 1927.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 19th April, 1927.

### UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

Suzumanger, from Tokyo.  
Doris Morelle, from New York.  
Underwriters, from Amoy.  
Hart, from Shanghai.  
Kume, from Kobe.  
Yee, from Shanghai.  
Kschina N Sann, from Orel.

E. V. JESSEN.

Superintendent  
Hong Kong Station, 21st April.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in E. E. Telegraph Office Hong Kong.

Chacledge, from Haiphong.

Blake, Repulse Bay Hotel, from London.

Mrs. Andrew Rich, S. S. Niagara, from Buffalo.

Nohron Clourman, from Tsingtau.

E. A. LEGGATT.

Superintendent  
Hong Kong, 21st April, 1927.

### NOTICES.



NOTICE

IT IS HEREBY NOTIFIED under Section 125 of the Traffic Regulation Ordinance No. 40 of 1912 that the Wongneichong Road between Sing Woo Road and Village Road will be closed from MONDAY, the 25th inst. at 6 a.m. until further notice.

E. D. C. WOLFE,  
Capt. Supt. of Police.  
Hong Kong, 22nd April, 1927.

### MACAO RACES.

#### FIRST EXTRA RACE MEETING.

Sunday, 24th April, 1927.

First Race 11.30 a.m.  
Entrance to Public Enclosure 40 cts.  
Entrance to Members' Stand \$2.00.

Special Race Steamers will run as under:—

Saturday, 23rd April.

From Hong Kong: From Macao: 8.00 a.m. Sui An 8.00 a.m. Sui Tai 3.00 p.m. Sui Tai 2.00 p.m. Sui An

Sunday, 24th April.

From Hong Kong: From Macao: 8.00 a.m. Sui An 4.30 p.m. Sui Tai 9.00 p.m. Sui Tai 5.30 p.m. Sui An

Members are advised that they must show their badges to obtain admission to the Members' Enclosure.

Members may introduce two Ladies. Tickets may be had on application to the Secretary I.R.R.C. Maao Free of charge.

Each member has the right to introduce 2 non-Members to the Members' Enclosure. Tickets may be obtained at the Entrance Gate.

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Members are advised that they must show their badges to obtain admission to the Members' Enclosure.

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### NOTICES.

ST. ANDREW'S CHURCH, KOWLOON.

### FAREWELL SERVICE

Next Sunday Night (6 p.m.)

Preacher

REV. G. R. LINDSAY, M.A.

### HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the THIRD EXTRA RACE MEETING to be held on SATURDAY, the 7th May, 1927, (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries will close at 1 p.m. on WEDNESDAY, 27th April, 1927. Hong Kong, 22nd April, 1927.

### NOTICE.

THE PUBLIC IS HEREBY GIVEN NOTICE that we are now under instructions and orders from our Head Office to temporarily STOP BUSINESS FOR TWENTY-ONE (21) DAYS commencing from the 18th instant because readjustment of accounts is to be made during this interval of time.

THE BANK OF TAIWAN, LTD.  
Hong Kong, 18th April, 1927.

### THE NEW FRENCH REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

No. 1 for Bladder Catarrh. No. 2 for Gonorrhoea. No. 3 for Syphilis. Each bottle contains 100 capsules. Price 1/6 per bottle. Postage 1/6. Total 2/6. Write for full particulars to the Proprietor, The French Remedy Co., Ltd., 10, Abchurch Lane, London, E.C. 4, England.



### SUNRISE AND SUNSET IN HONG KONG FOR APRIL, 1927.

| Date       | Sunrise | Sunset |
|------------|---------|--------|
| April      | a.m.    | p.m.   |
| " 23 ..... | 5.58    | 6.46   |
| " 24 ..... | 5.57    | 6.47   |
| " 25 ..... | 5.56    | 6.47   |
| " 26 ..... | 5.56    | 6.47   |
| " 27 ..... | 5.55    | 6.48   |
| " 28 ..... | 5.54    | 6.48   |
| " 29 ..... | 5.53    | 6.48   |
| " 30 ..... | 5.52    | 6.49   |

### "EFFEMINISED."

CRITICISM OF OXFORD UNDERGRADS.

PREFER TEA TO SPORT.

"Oxford needs a new gospel of manhood," declared the author Max Pemberton, who is an ex-Cantab, oarsman and tennis player, commenting on the failure of Oxford students in sports.

"The undergraduates are effeminated," he added, "owing to there being too many girls at Oxford. They prefer tea parties to athletics, at which they sneer as being a stupid degradation. Cantabs are tired of victories, and hope for a great Oxford revival."

An ex-Oxonian rowing Blue, the Rev. W. S. Unwin, joining in the controversy, appealed to the rising generation to keep Oxford's athletic honour bright.

An ex-Oxonian tennis player points out that Oxonians are required to pass a harder entrance examination than Cantabs, and also work harder. Even Blues are "sent down" unless they study enough. Consequently people not wanting first-class degrees and desirous of enjoying University life go to Cambridge.

### A WEALTHY POLICEMAN.

DRIVES TO DUTY IN A MOTOR CAR.

A Chicago policeman, (says the "Central News"), recently married the wealthy widow of a brass-founder whose fortune is estimated at \$200,000. He continued on duty in the force and every morning he drives up to the station in a fashionable motorcar to answer the roll-call.

He lives in a big mansion, and has servants to polish his buttons. When he is off duty the wealthy constable patrols his estate as a country gentleman. He has been granted leave of absence this summer to accompany his wife on a trip to Europe.

Fellow-members of the force say the possession of a big bank balance has given him no "side."

### "SEVEN SISTERS" SAVED.

The Seven Sisters cliffs at Eastbourne and the downs behind them have been saved from building operations as a result of a loan of \$5,000 from Mr. W. C. Campbell, of Eastbourne. To enable the land to be purchased in the stipulated period \$18,000 was required, and the Preservation Committee had raised \$13,000. Mr. Campbell had previously given £2,000.

The land has now been conveyed from the building syndicate to Mr. Campbell, who will hold the deeds until the outstanding \$5,000 is subscribed, when the land will be handed over to the National Trust. The transfer was announced at a meeting at Eastbourne of the committee of the Preservation Fund.

### THIRD PARTY RISK.

DRUNKENNESS HELD TO BE NO BAR.

IMPORTANT JUDGMENT.

That an insurance company must indemnify a drunken motorist against the consequences of an accident when drunkenness is the result of folly and not of deliberation, was the important ruling of Mr. Justice Roche.

Frank James, of Bournemouth, who admitted drunkenness, and was sentenced to a year's imprisonment, following an accident, sued the British General Insurance Company to recover \$1,500 paid in satisfaction of third party claims.

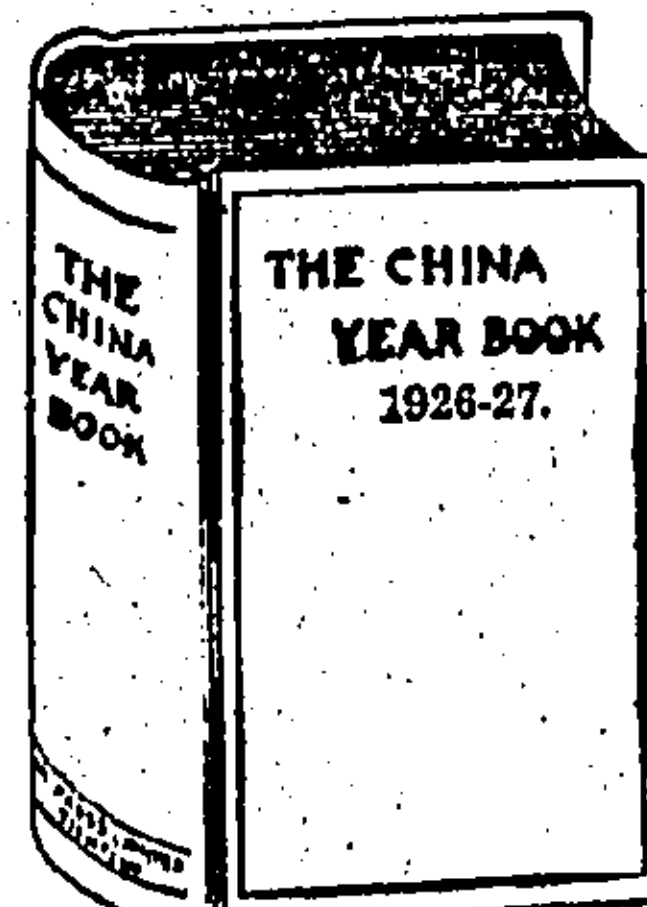
It was stated that James when returning from a wedding party, killed one man and injured another.

Mr. Justice Roche awarded James \$1,857, stating that his case was no worse than that of sober persons deliberately driving recklessly. If a criminal offence precluded a motorist from recovering an indemnity the result would be far-reaching.

The insurance company is appealing.

I thoroughly agree with Mr. Cook that we cannot keep incompetent leaders.—Mr. Ramsay MacDonald.

For facts and figures concerning the trade and commerce of China Consult



Obtainable at

KELLY & WALSH, LTD.,  
HONG KONG

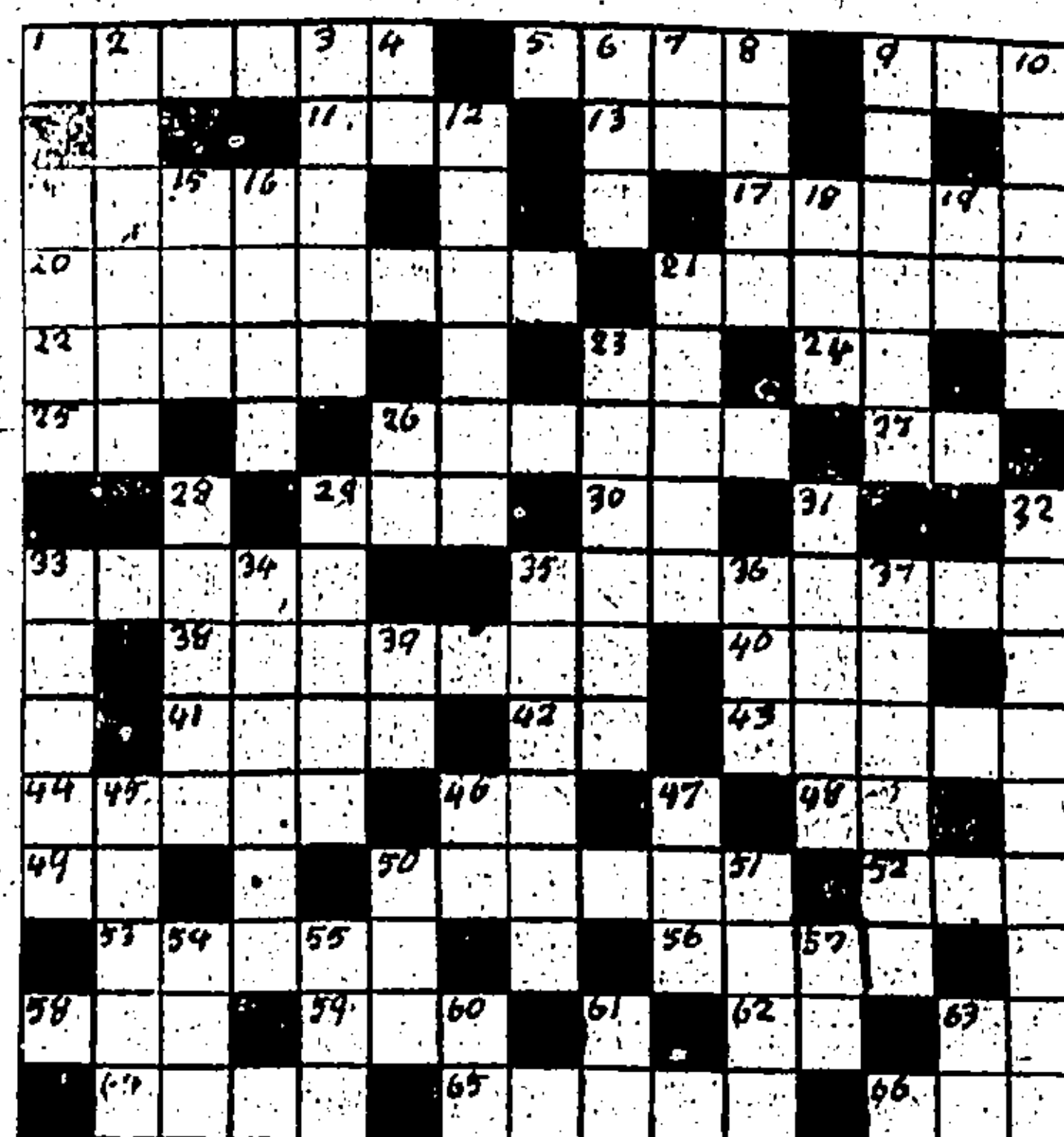
PRICE \$15.00.

### "CHINA MAIL" CROSS-WORD PUZZLE.

### NO. 14—\$50 M UST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

1. The PRIZES in this competition are AWARDED STRICTLY on MERIT.
2. Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
3. An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
4. No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
5. Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
6. No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
7. The prize of \$50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the \$50 will be divided. No competitor may win more than one share of the prize in each competition.
8. The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
9. The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into Correspondence regarding the Competition.
10. Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
11. Coupons will be kept for four days after the results of the competition have been published.
12. All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Offices, No. 5, Wyndham Street, Hong Kong.
13. No member of the staff of the "China Mail" will be allowed to compete.
14. Solutions are held under sealed cover and in no way will be opened until the close of the competition.



To "China Mail" Cross-words,  
c/o "China Mail" Offices,

No. 5, Wyndham Street, Hong Kong.

DEAR SIR,

I agree to abide by your rules, and I enclose.....

for ..... solution (s) which are attached.

Name .....

Address .....

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, APRIL 25.

[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

#### Clues Across.

1. To reject.
5. A fish.
9. To carve.
11. Liquid obtained from pine-trees.
13. Consumed.
14. To terrify.
17. A girl's name.
20. Motion in a circle.
21. Pertaining to the 'Pelvis'.
22. A feature.
23. South East (abbrev.)
24. Prefix meaning 'down'.
25. A point of the compass.
26. Produced by aid of the teeth.
27. In the direction of.
29. A hill.
30. A bone.
32. To tremble.
35. Appearance to hide reality.
38. The winged sandals of 'Hermes'.
40. A girl's name.
41. The handle of a sword.
42. LX (actual).
43. The nitrate of potash.
44. A loamy deposit of the Pleistocene age.
48. 'WU' (actual).
49. Thank!
50. Sixth note in scale.
52. A colour.
53. Abbreviation for 'numbers'.
54. A widow's right.
56. Interrogative pronoun.
58. Timid.
59. Consumed.
62. A printer's measure.
63. Same as 27 across.
64. Perception.
65. Fat and short.
66. A weight.

#### Clues Down.



## DODWELL &amp; COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.  
"WRAY CASTLE" sails on or about 19th May.

## LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.

## REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0.  
LONDON £80.0.0.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOSU.  
From Hong Kong.  
S.S. "VENEZIA" Sails on or about 28th April.  
M.V. "ROMOLO" Sails on or about 26th May.  
M.V. "VIMINALE" Sails on or about 23rd June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.  
From Hong Kong.

M.V. "ESQUILINO" Sails on or about 6th May.  
S.S. "VENEZIA" Sails on or about 31st May.  
M.V. "ROMOLO" Sails on or about 28th June.  
M.V. "VIMINALE" Sails on or about 25th July.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.

S.S. "UNISINGA" Sails from Calcutta 3rd June.  
S.S. "UNVOLOS" Sails from Calcutta 30th June.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:—  
DODWELL & CO., LTD., Agents.  
Telephone Central 1030.

## N.Y.K. LINE

## SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU Tuesday, 3rd May, at Noon.  
SIBERIA MARU (calls Keelung) Sunday, 15th May, at 10 a.m.  
TAIYO MARU Tuesday, 31st May.  
\* Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, Los Angeles, Mexico & Panama.

ANYO MARU Thursday, 28th April, at Noon.

BOKUYO MARU Wednesday, 8th June.

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

ATSUTA MARU Saturday, 7th May.

KASHIMA MARU Saturday, 21st May.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 25th May.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU Monday, 25th April.

LISBON MARU Thursday, 5th May.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DAKAR MARU (calls Saigon) Sunday, 15th May.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU Saturday, 23rd April.

BOMBAY via SINGAPORE & COLOMBO.

TOTTORI MARU (calls Penang) Wednesday, 27th April.

RANGOON MARU Saturday, 30th April.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

MORIOKA MARU Sunday, 1st May.

NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA.

TSUSHIMA MARU Sunday, 24th April.

SADO MARU Monday, 2nd May.

SUWA MARU Monday, 2nd May.

DELAGO MARU Thursday, 5th May.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all depts.)



## LIGNES COMMERCIALES (Cargo Boats).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:—  
s/s "SI KIANG" 6th May.

s.s. "MIN" due to arrive from DUNKIRK, LONDON, HAVRE  
about the 22nd April.

## SERVICES CONTRACTUELS (Mail Service)

| Steamers    | Sailings from Marseilles | Arrival at Hong Kong & Sailings for Shanghai and Japan | Sailings from Hong Kong for Marseilles |
|-------------|--------------------------|--|--|
| AMAZONE     | B                        | 11th Mar.  | 20th April                             |
| CHENONOUAUX | A                        | 20th Mar.  | 10th May                               |
| ATHOS II    | A                        | 28th Mar.  | 24th May                               |
| FAUSTINIAN  | A                        | 8th Apr.   | 10th June                              |
| ANGERS      | B                        | 2nd Apr.   | 24th May                               |
| PORTUS      | A                        | 9th May  | 6th July                               |

## RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).  
A Class 1st Class, £29.0s.0d. B Class 1st Class, £25.0s.0d.  
Steamers 2nd, £20.0s.0d. B Class 2nd, £16.0s.0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodations reserved in the Trains at Marseilles.

(Sailings subject to alteration without notice).

For full Particulars, apply to:—  
Cie. des MESSAGERIES MARITIMES.  
Telephone: Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

## SHIPPING SECTION.

## S.S. "TJLEBOET."

SALVAGE OPERATIONS  
CONTINUE.

## CREW BACK ON THE SHIP.

Salvage operations on the Java China Japan Line s.s. "Tjleboet" at Ling Ting Island continue.

On Thursday night, the damaged steamer sent out the S.O.S. during the thunderstorm and H.M.S. "Stirling" (a destroyer) put out from Hong Kong.

The captain and officers remained on board but the crew were taken off and put on a tug, returning to the ship yesterday.

H.M.S. "Stirling" returned to harbor yesterday morning and the Company's "Tjlsaraen" which had been assisting in the salvage, also returned yesterday. The Takoo Dock tug remains at the scene.

When the thunderstorm was at its height, there were fears that the "Tjleboet" would be badly damaged through being bumped against the rocks where she ran aground in the fog.

The Java China Japan Line are now of the opinion that the danger is not so great and efforts are still being made to refloat the vessel.

## CHINA COAST.

GAZETTE OF THE LATEST  
CHANGES.

Mr. J. H. McLaren, second officer, "Nanchang," has gone second officer, "Antung."

Mr. R. S. Sinclair, sup'y chief engineer, "Suiyang," is on Home leave.

Mr. M. W. McNeill, chief engineer, C.N. Co., is on Home leave.

Mr. J. A. Craig, chief engineer, C.N. Co., is on Home leave.

Mr. K. McDonald has been appointed sup'y third engineer, "Suiyang."

Mr. S. I. Gibb has been appointed sup'y third engineer, "Kwelyang."

Mr. F. J. C. Wilson, third engineer, "Kwelyang," has gone sup'y third engineer, "Suiyang."

Captain S. J. Barden, of the "Hansang," is on reserve.

Captain R. J. J. Sneddon, from reserve, has gone master, "Hansang."

Captain R. Tully, of the "Suiyang," is on special service.

C. I. S. Hay-Hendry, chief officer, "Kingwo," has gone master, "Suiyang."

Mr. A. L. Morris, second officer, "Kingwo," has gone acting chief officer, same ship.

Mr. B. E. Smith, second officer, "Kutwo," has gone sup'y second officer, "Suiyang."

Mr. A. M. Maloney, from reserve, has gone second engineer, "Kutwo."

Mr. J. S. Black, second engineer, "Kutwo," is on reserve.

Mr. G. Porterfield, from reserve, has gone acting chief engineer, "Fausang."

Mr. J. D. Carnie, chief engineer, "Fausang," is on Home leave.

Mr. A. McKinnon, from Home leave, has gone second officer, "Sui On."

Mr. B. Steffenson, from reserve, has gone second officer, "Sui Tai."

Mr. M. J. Rowe, from reserve, has gone second engineer, "Charles Hardouin."

Mr. D. Mair, from reserve, has gone chief engineer, "Paul Beau."

Mr. M. J. D'Aguiar, chief engineer, "Kwangtung," has gone chief engineer, "Fook On."

Mr. H. Charrington, chief engineer, "Fook On," has gone chief engineer, "Kwangtung."

Mr. J. Findlater, from reserve, has gone sup'y third engineer, "Loongwo."

Mr. W. J. Donald, sup'y third engineer, "Loongwo," has resigned.

Mr. J. Thomson, from reserve, has gone third engineer, "Haining."

Mr. W. B. Haslett, third engineer, "Haining," is on reserve.

"Shipping & Engineering."

General Agents  
Telephone C. 8008  
1st Floor, Queen's Building.

1st Floor, Queen's Building.

1st Floor, Queen's Building.

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## RAIN AND FOG.

HOW THE "KHIVA" WENT  
AGROUND.

## STRONG CURRENT AT WORK.

Shanghai, April 22.

From passengers' stories it appears that the "Khiva" suffered from very heavy rain and fog after leaving Hong Kong and the Captain was unable to leave the bridge.

The ship passed inside Steep Island lighthouse, proceeding at half speed, sounding constantly.

The fog concealed the landmarks, and the lighthouse which was normally visible from twenty miles became invisible from two miles. Very strong currents from Hangchow Bay swept the "Khiva" seven miles out of her course. She stove in her bows on a small pinnacle of one of the many islands thereabouts just before midnight.

The passengers immediately went up on deck. There was no panic. The ship drew off and anchored. Eventually the anchors dragging, she proceeded ten miles to the north west to a more sheltered position until tugs arrived and conveyed her to Shanghai.—Reuter.

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# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA, INCLUDING NEW ZEALAND AND

QUEENSLAND PORTS, AND RED SEA, EGYPT,

CONSTANTINOPLE, GREECE, LEVANTINE

PORTS, EUROPE, &amp;c.

PENINSULAR &amp; ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

| S. S.     | Tons   | From<br>Hongkong<br>About | Destination                       |
|-----------|--------|---------------------------|-----------------------------------|
| MALWA     | 10,941 | 30th April                | Marseilles and London             |
| DELTA     | 8,097  | 3rd May                   | Singapore, Colombo & London       |
| LAHORE    | 6,252  | 11th May                  | Marseilles, London & Antwerp      |
| NELLORE   | 6,853  | 11th May                  | Singapore, Colombo, Bombay & Kehl |
| KHIVA     | 9,135  | 14th May                  | Marseilles, London & Antwerp      |
| JEYPORE   | 5,318  | 20th May                  | Marseilles, London & Antwerp      |
| NYANZA    | 7,023  | 25th May                  | Singapore, Colombo, Bombay & Kehl |
| MOREA     | 10,018 | 28th May                  | Marseilles & London               |
| KASHMIR   | 9,005  | 11th June                 | Marseilles and London             |
| MANILA    | 10,002 | 25th June                 | Marseilles, London & Antwerp      |
| KALYAN    | 9,144  | 9th July                  | Marseilles, London & Antwerp      |
| MACEDONIA | 11,120 | 23rd July                 | Marseilles and London             |

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Redif Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

|        |        |                      |                              |
|--------|--------|----------------------|------------------------------|
| TALMA  | 10,000 | 28th April           | Singapore, Penang & Calcutta |
| TILAWA | 10,000 | 1 p.m.<br>29th April | Singapore, Penang & Calcutta |

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

|            |       |            |                                    |
|------------|-------|------------|------------------------------------|
| ARAFURA    | 6,000 | 29th April | Manila, Sandakan, Thursday Island, |
| TANDA      | 6,956 | 3rd June   | Townsville, Brisbane, Sydney, &    |
| ST. ALBANS | 4,500 | 1st July   | Melbourne.                         |
| ARAFURA    | 6,000 | 29th July  |                                    |

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

|          |        |            |                                |
|----------|--------|------------|--------------------------------|
| NYANZA   | 7,023  | 29th April | Shanghai, Moji & Kobe          |
| MOREA    | 10,018 | 29th April | Shanghai, Moji & Kobe          |
| TANDA    | 6,956  | 9th May    | Moji, Kobe, Osaka and Yokohama |
| MIRZAPUR | 6,715  | 10th May   | Shanghai, Moji & Kobe          |
| KASHMIR  | 8,985  | 12th May   | Shanghai, Moji & Kobe          |

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freights, Handbooks, etc., apply to:—

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## LLOYD'S ARMS.

IMPORTANT GRANT BY  
COLLEGE OF HERALDS.

LA LUTINE CREST.

The Grant of Arms to the Corporation of Lloyd's by the College of Heralds is an important matter, and it is somewhat surprising that so great an institution as Lloyd's should have gone so long without proper armorial bearings.

It is true that for many years Lloyd's has had a badge, and that on all Lloyd's policies there has figured the "foul anchor," which is part of the bearings of the new Coat, but neither badge nor seal carry the hall-mark which is given by the College of Heralds in a Grant of Arms, and it is most satisfactory that Lloyd's is now able to incorporate in the decorative scheme of the new Lloyd's Building, the emblem of what is a very attractive and appropriate design.

Heraldic Description.

Described in heraldic terms, the Coat is as follows:—

Arms per fesse Argent and Azure, in chief a Cross within the fess a sword erect Gules, and in base a fouled anchor in bend sinister Or.

Crest.—Upon waves of the sea a representation of H.M.S. "La

Lutine," 32-gun frigate, in full sail all proper.

Supporters.—A Sea Lion, proper, the head and mane Or, supporting a Trident erect, also proper.

In heraldic language, the above may be described as a shield in which the upper half is a silver ground, with a red cross and sword, the latter being in the left upper

quarter of the field covered by the cross. It may be explained that the description of this sword as being in the "Dexter," or right canton, is heraldically correct, because in heraldry Arms are described in terms applying to one looking at the shield, so that to those looking at it the right and left are reversed.

Further Details.

This cross and sword are, of course, the familiar City of London Arms, and emphasize the connection between Lloyd's and the City. In the lower half of the shield, on a blue field, is the "foul anchor," of Lloyd's, in gold, "in bend sinister" meaning that it is inclined from right to left, the flukes of the anchor being in the lower left hand portion of the base of the shield.

The choice of H.M.S. "La Lutine" as crest was a most happy one, and this portion of the bearing needs no interpretation, save to say that "proper," in heraldry, means in natural colours, so that the artist emblazoning is allowed to use discretion so long as he maintains some degree of probability. Thus, the Sea Lion "proper" is in a sea lion's natural colour, whatever that may be, while his head and mane are golden, and presumably the "Trident proper" is depicted with a wooden staff and a golden prong.

It will be seen that the Coat of Arms embodies those joint civic and maritime qualities which make Lloyd's what it is—the hub of the marine insurance markets of the world, and in the choice of a motto due regard has been paid to those qualities, the single Latin word "Fidentia" indicating the nature of the business transacted at Lloyd's better, perhaps, than many of the lengthy dissertations which have been made by the present writer and many others, however, eulogistic these may be.

Pleasing Signification.

It is stated that Cicero, in his "Tusculan Disputations," defines this word as meaning "That by which in great and honourable undertakings our minds lay up in themselves confidence and assured hope." Great and honourable undertakings are those in which members of Lloyd's have over dealt, and confidence and assured hope are qualities to good underwriting. Could anything be more apt, then, than the choice of this single word as signifying the essential function of Lloyd's in the world's commerce?

Elsewhere the question has been raised as to why Lloyd's has not previously had a Coat of Arms, and why one has been sought and granted.

Continued at foot of next Column.

## SEA POWER.

THE MOVEMENT TO THE  
EAST.

ADMIRALTY EXPENSES.

That the coal stoppage was mainly responsible for the reduction of £100,000 in the Navy Estimates for 1927, which total £28,000,000, is made clear by the First Lord's explanatory memorandum, writes the naval correspondent of the "Observer." Owing to the shortage of material, building operations on all new ships had to be slowed down during the second half of last year, with the result that less money was spent on these vessels than had been anticipated. Furthermore, the delay in completing the ships has obviated the necessity of increasing the naval personnel in 1927. Hence, even the small cut that has been effected in naval expenditure is due to artificial causes. But for the coal dispute it is practically certain that the Estimates would have been substantially higher than those for the current fiscal year.

There are no signs of retrenchment in the Admiralty Office, the cost of which and the number of people employed there are subjects of outspoken criticism, even in naval circles. For 1927 the office represents a charge of £1,238,000, this being an increase of £18,000. The Naval Staff alone has a personnel of 127 officers and civilians, whose emolument total £92,352. In some departments of the Admiralty the staff has been enlarged, notably in that of the Civil Engineer-in-Chief. As the strength of the Navy has been declining steadily in recent years, the necessity of maintaining such a large staff at headquarters is by no means apparent.

Cost of New Ships.

Financial and technical details of ships now under construction are published for the first time. The cost of the battleship "Nelson," built by Armstrong, Whitworth and Co., is £6,483,879, complete with armament; that of her sister ship, "Rodney," built by Cammell Laird and Co., is £6,566,844. By way of comparison the battleship "Hood," a much larger ship, cost £6,025,000.

The "Nelson" type is remarkable for its large fuel capacity, 4,000 tons, which greatly exceeds that of earlier battleships. The five cruisers of the "Kent" class, the first to be built under Washington Treaty rules, also carry 3,400 tons of oil in their bunkers, and will, therefore, have an exceptionally wide range of action. This class of vessel is 590 ft. in length, with a beam of 68 ft. 4 in., and a draught of 16 ft. 3 in., the lines being less fine than those of our previous cruisers. The five ships have averaged £2,000,000 each. Two destroyers, "Amazon" and "Ambuscade" have cost £338,994 and £345,469. Submarine con-

struction is notoriously expensive, the "Oberon," a boat of only 1,345 tons, having absorbed £596,605. The popular idea that submarines constitute the cheapest form of naval defence is a fallacy.

Among the ships to be laid down in 1927 is a flotilla leader—the first of its type to be built since the war—and two mine-sweepers of a new class, primarily designed for service on foreign stations. Of the twenty vessels of the new programme, all save two cruisers are to be ordered from private yards. This large batch of Admiralty contracts should give a much-needed fillip to the shipbuilding industry.

New Disposition.

One of the most important passages in the First Lord's memorandum relates to the future grouping of our naval forces. For some years past there has been a marked gravitation towards the East, and in the coming year this movement will be even more pronounced. Upon the completion of the "Nelson" and "Rodney," it is proposed to transfer all the "Queen Elizabeths" and the "Royal Sovereigns" to the Mediterranean Fleet, which will then have a maximum strength of ten battle-ships, all mounting 15-in. guns. This force alone will be superior in fighting weight to the collective battle fleets of Continental Europe. The Atlantic Fleet will then comprise the two "Nelsons," four "Iron Dukes," and three battle-cruisers, and in an emergency could reinforce the Mediterranean command at Malta within a week. It should be noted, however, that the "Iron Duke" battle-ships, which are largely manned by boys embarked for training purposes, are not in a state of immediate readiness for active service.

The China Squadron.

Of equal interest is the decision to reorganise the China Squadron. This consists at present of five cruisers of various types, all dating from the war period. In the course of 1927 they are to be relieved by five ships of the new "Kent" class, each of 10,000 tons, thirty-one and a-half knots speed, and an armament of eight 8 in. guns. When this transfer has been effected we shall have in Chinese waters a cruiser squadron of unrivalled power and homogeneity, which in case of need could be promptly reinforced by the three formidable cruisers now on the East Indies station. When the two Commonwealth ships, Australia and Canberra—replicas of the "Kent" class—are completed next February, the interests of the British Empire in the Western Pacific will be safeguarded by ten powerful cruisers, in addition to numerous lighter craft, such as destroyers and submarines.

It is gratifying to learn of the progress that is being made in the development of naval aviation. No fewer than 123 naval officers will soon be qualified as aeroplane pilots, and a further sixty-three as observers. The question of instructing all junior officers of the Navy in air work is now being explored by a committee. "Steady progress" in all branches of flying duty is reported from the Fleet. As for the protection of warships against aircraft, the First Lord writes: "We shall shortly be in a position to say that the anti-aircraft defence of the Fleet has become a formidable obstacle to every form of air attack on surface ships."

The present writer believes that he can throw some light on at least part of this problem; for when in 1925 Lloyd's Swimming Club was founded, permission was sought from the Committee for the use of the Lloyd's badge, and those who have attended the popular entertainments of the club will have noticed that this sanction was given.

It is believed that in investigating the application it was discovered that the familiar cross and anchor badge, which forms part of the decoration of the Underwriting Room, and which figures on many books and documents connected with Lloyd's was an informal adoption of a past generation, and the idea doubtless arose that it would be well to regularise the situation and to fix for all time the exact armorial bearings of the corporation. "Journal of Commerce."

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| May 24           | San Francisco | Majestic                     | Jun. 21         | London      |
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| Jun. 21          | San Francisco | Majestic                     | Jul. 28         | London      |
| Jun. 29          | Seattle       | Beaumont                     | Aug. 6          | London      |
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PRESIDENT WILSON ..... Tuesday, June 21st, 8.00 a.m.

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PRESIDENT ADAMS ..... April 26th, 8.00 a.m.  
PRESIDENT JEFFERSON ..... April 26th, 6.00 p.m.  
PRESIDENT LINCOLN ..... May 2nd, 6.00 p.m.  
PRESIDENT GARFIELD ..... May 10th, 8.00 a.m.  
PRESIDENT GRANT ..... May 10th, 6.00 p.m.

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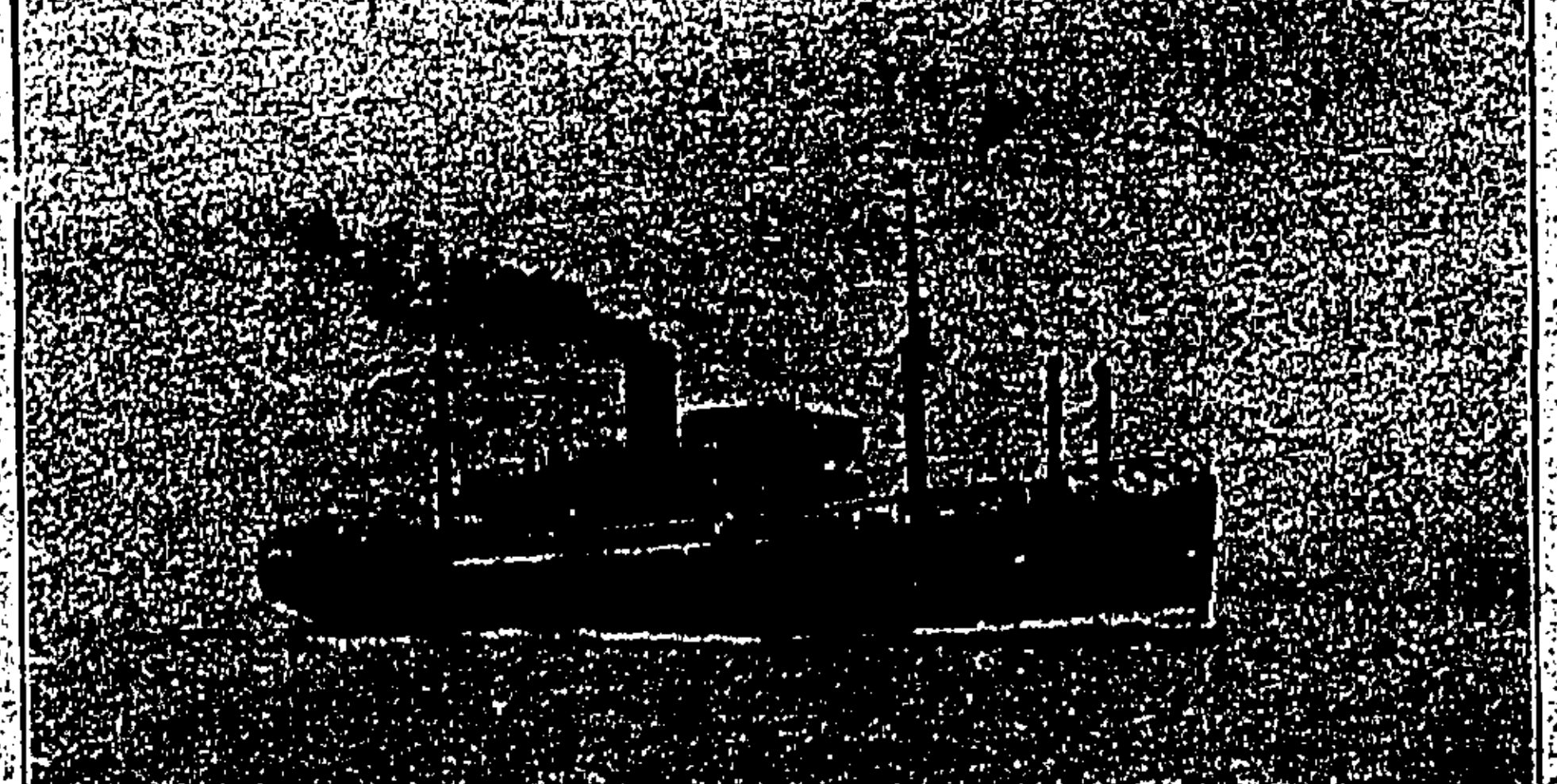
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**BIRTH.**  
**JENSEN.**—On April 16, 1927, at  
 Shanghai, to Mr. and Mrs. J.  
 Gram Jensen, a daughter.  
**MARRIAGE.**  
**MAXTED — ACKERMAN.** — On  
 April 18, 1927, at Shanghai,  
 Henry William, elder son of  
 Mr. and Mrs. W. Maxted, of  
 Blackheath, London, to Anna  
 Antoinette, daughter of the  
 late Mrs. G. A. Ackerman.  
**DEATH.**  
**SCHOENBECK.**—On April 12,  
 1927, at sea, on board M.V.  
 "Remo," Margn, wife of Walter  
 Schoenbeck.

#### HEAR KONG, SATURDAY, APRIL 23, 1927.

#### SATURDAY CAUSERIE.

Although used only in cases of emergency—for the tracking of criminals, etc.—the transmission of pictures by telegraph is quite practicable. Now we have the transmission of pictures by wireless. To have stated a few years ago that a man's hand, his face, the match he used to light his pipe, even the seat upon which he sat had each its characteristic "sound" would have been asking to be regarded as lacking in mental balance. Yet it is upon the truth of this startling statement that the inventor of the televisior informs us depends our ability to transmit telegraphically exact images of actual scenes. When a man stands before the televisior transmitter, the light reflected from his face acts upon an extremely sensitive cell, causing it to send out a fluctuating electric current. In the ordinary course of events this current is picked up at the receiving station and transformed into light, which creates an exact image of the face of a subject.

Mr. J. L. Baird, the famous inventor of television, in his latest experiment, claims that if the transmission is intercepted in an ordinary radio receiver before it is reconverted at the receiving station, distinct sounds are heard, varying in accordance with the fluctuations of the current. With a view to turning these "face sounds" into the face itself,

we learn from Reuter's cable that Mr. Baird has invented a special receiving machine which he is taking to America to carry out test transmissions from Britain. Mr. Baird was interviewed on this subject when the discovery was first made in the course of picture transmission by light, and bases his claims on the fact that every object or scene registers its own peculiar noise, depending for its quality entirely upon the appearance and colour of the subject, materials from which the objects are made having no influence. Just as one face differs from another and one scene from another, so do the "sounds" they create vary in frequency and pitch, says Mr. Baird. When the subject nods, turns his head or even opens his mouth his image "sound" undergoes a noticeable change. The possessor of a "large, round face" will be interested to hear that it produces "a sharp staccato note" and the owners of "a long, rather flat face" that it produces a "much smoother" sound. Truly, we live in a wonderful age!

That professionalism carried to an extreme is harmful to sport, few can deny, but that its influence on the whole has been harmful to sport equally few can be prepared to postulate. European Y.M.C.A. members are representative of Hong Kong's sporting youth, and in defeating a motion that the influence of professionalism in sport has not been beneficial they can be taken as having indicated the consensus of opinion among those who play and are interested in all branches of sport in Hong Kong. It was claimed by the movers of the motion that professionalism and true sportsmanship are incompatible, but most of us who have been keen followers of cricket and other matches know that when amateurs and professionals go out together on the field they share equally in the game and win, as they should do, equal applause from the crowd for their skill with the bat and the ball.

It is the pride of English cricket in particular that its professionals are famous for playing the game. This is the thing that counts in the eyes of sportsmen, and the public and the snobbery of Britons in India that appears to have marred the games of Gilligan's mixed, pros and amateurs team during the tour in India is most regrettable. After all, a man gifted in the direction of sport and unable to devote the time to it that he would if he were of independent means has as much right to commercialise his business ability, Professionalism has created considerably more interest in various sports, and beginners are able in professional games to pick up invaluable hints on how to improve their play by men who have devoted

their time to it as a scientific study. And the fact remains that nearly all our best amateurs owe their success to the coaches who trained them when they attended Britain's public schools.

The absence of open-air band concerts in Hong Kong has been the subject of editorial comment at the approach of each summer, but thanks to local enterprise and the willingness of the regimental authorities this year, the presence in the Colony of an augmented garrison due to the diversion of units of the Shanghai Defence Force has enabled—and, it is to be hoped, will continue to enable—music lovers to enjoy a unique experience in the combination of Regimental bands at public performances. Sunday is regarded as a day of rest, and relaxation and sitting quietly listening to music certainly carries out that conception of the day besides producing a peacefulness which outlasts Sunday and is a material help in the week. Few people realise the true relationship between good music and religion but those that have noticed the uplifted atmosphere of a Cathedral, know that it is largely due to the wonderful music poured forth by the organ. Music is the language of religion, as Bach and Handel and all great musicians emphasise. The large attendance at the concerts which have been arranged locally is proof of the recognition among music lovers of the refining and elevating influence of the good music to which they have been treated.

#### FOR THE SERVICES.

#### ENTERTAINMENTS IN FULL SWING.

The work of the Y.M.C.A. Entertainment Committee is now in full swing and their efforts are much appreciated by the Service Men who attend the enjoyable concerts arranged for them.

On Tuesday last "The Squeakette Concert Party," under the direction of Mrs. Russell Brown, gave an excellent show in the "Better" Kowloon, keeping a crowded house delightfully entertained. The Lyric Orchestra helped considerably to make the evening very enjoyable, this being their second voluntary contribution towards a successful entertainment.

On Tuesday next, at the "Better Ole" Kowloon, commencing at 7 p.m. a very fine programme is announced. By kind permission of Col. E. B. Ferrers, D.S.O., and Officers of the Band of the 1st Batt. Cameronians (Scottish Rifles), Conductor Mr. Horace Dowell, L.R.A.M., will perform, besides "The J-Pans" under the direction of Miss Violet Capell. With such an excellent array of talent, the evening should be highly entertaining and attractive. All naval and military men are cordially invited.

Coming events are foreshadowed by the arrangements which are being made to give concerts under the direction of various people. Early in May a Concert Party arranged by Mr. R. H. Charles will take place, whilst in June one under the direction of Mrs. W. T. Southorn and another under the direction of Mr. J. H. Donnelly will be provided. These will be held in the "Better Ole" Peking Road Y.M.C.A., Kowloon. There is at least one concert being arranged each week at this place, when various novelty items will be introduced.

Besides these concert parties are taken out to the 7th General Hospital Kowloon, to bring cheer to the Staff and patients.

The Committee will always welcome any offer of help from anyone who is willing to contribute to the concert programmes, and they invite those who have not done so to communicate with either Mr. R. Sutherland of Jardine, Matheson & Co., who is the Chairman, or Mr. T. V. Harmon, Y.M.C.A. Hon. Secretary.

#### A \$500 NOTE.

#### INDIAN BROKER GRANTED BAIL.

Charged with uttering a false \$500 banknote at No. 52, Hollywood Road on April 18, an Indian described as a broker was remanded by Mr. R. E. Lindsell at the Central Magistracy this morning.

Mr. H. J. Armstrong defended. On the invitation of His Worship, Det. Sergt. A. V. Baker suggested bail in the sum of \$1,000. Mr. Armstrong submitted that \$500 would suffice.

Serjeant Baker pointed out that the complainant alleged that defendant had received \$495 on the note. His Worship fixed bail in the sum of \$750, hearing at 2.15 p.m. on Friday.

#### TELEPHONE CO.

#### 2ND ANNUAL MEETING TO-DAY.

#### AN AUTOMATIC SERVICE?

Steps taken to secure expert opinion on the possibilities of an automatic service in the Colony, prior to final consideration of the scheme, were outlined at to-day's second annual meeting of the Hong Kong Telephone Co., Ltd., held in Exchange Buildings.

Supporting Mr. J. Scott Harston (chairman) were Mr. J. H. Taggart (managing director), the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotewall, Mr. R. G. Shevan, Mr. B. Lander Lewis, Mr. T. G. Weall, Mr. W. H. Bell (directors), Mr. J. P. Sherry (manager), Mr. R. Guy-Wilkinson (secretary) and Mr. W. McC. Kirkpatrick (attorney for the China and Japan Telephone and Electric Co., Ltd., which holds 140,000 shares in the Hong Kong company).

Shareholders present were Mr. D. H. Blake, Mr. E. Abraham, Mr. W. E. L. Shenton, Mr. R. L. Bridger and Mrs. M. C. C. Donald.

The attendance represented 199,520 shares in the company.

#### Auditors' Report.

The secretary having read the notice, the report and accounts were taken as read.

The chairman then read the report of the auditors (Messrs. Lowe, Bingham & Matthews, chartered accountants) as follows:—

"We have examined the above Balance Sheet with the books, accounts, and vouchers of the Company, and have obtained all the information and explanations we have required.

"In our opinion, such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of affairs of the Hong Kong Telephone Co., Ltd. as at 31st December, 1926, according to the best of our information and explanations given to us and shown by the books of the Company."

Hong Kong, April 7, 1927.

#### An Esteemed Colleague.

In his review, the chairman said:—

Before proceeding with the business of the meeting, I would like to refer, with a sense of the most profound regret, to the lamented death, in the month of May last year, of your directors' esteemed colleague, the late Hon. Sir C. P. Chater, Kt., C.M.G. Sir Paul Chater was, as you are aware, one of the promoters concerned in the formation of this company, and it is to be particularly regretted that your undertaking should, in the first year of its operation, have been deprived of the counsel of one, who, by virtue of his lengthy association with the Colony and its commercial activities, could, and did, at all times, contribute to the deliberations of your board much sound advice based upon a practical knowledge as to, and unequalled experience of, local requirements.

**The Accounts.**  
 Turning to the accounts for the year under review, I am unfortunately precluded from offering a detailed comparison of the items appearing under the various headings in the Profit & Loss Account and Balance Sheet, for, whilst the accounts before you cover the full period of a business year, the accounts previously presented only recorded the operations of your company for the period of six months from its formation up to December 31, 1925. In the circumstances, therefore, I propose to confine myself to offering amplifying details in respect of such items as appear to call for special comment.

**Amounts Written Off.**  
 On perusal, you will have observed that the balance standing to the credit of Profit and Loss Account at Dec. 31, 1926, amounted to \$194,708.56, which balance was arrived at after providing \$131,052.05 for depreciation; \$25,934.00 for the payment to the Government in respect of royalties in accordance with the terms of our franchise; \$5,527.89 for the purpose of writing off a portion of the preliminary expenses in connection with the formation of the company; and \$5,686.24 for writing off bad debts. In this latter connection I would point out that it was inevitable that, as a result of the disturbed conditions prevailing in the Colony, in the latter portion of the year 1925 and the early part of 1926, and the consequent general exodus to Canton, this company—in common with other public utility concerns—should have to bear losses in connection with defaulting subscribers. I am pleased to state, however, that the system of deposit accounts which we have since instituted minimises to a large extent the risk of similar losses being sustained in the future.

**More Subscribers.**  
 During the year under review, as the result of re-organisation at the main exchange, the service has been materially improved—this being reflected by the diminution in the number of complaints recorded; furthermore, the number of subscribers has been increased by the addition of 488 exchange lines and 28 extension lines, which I venture to think you cannot but regard as very satisfactory.

**Premium & Reserve.**  
 On the liabilities side of the Balance Sheet you will observe that the issued capital of the company now stands at \$1,922,600, and the Share Premium Account at \$309,040. The General Reserve shows a credit of \$25,000, which was the amount voted to that account at the last annual general meeting; therefore, in the event of

your adoption of the board's recommendation for the appropriation now before you in respect of the profits for the year ended Dec. 31, 1926, this account will stand in credit to the extent of \$75,000.

Turning to the assets side of the Balance Sheet, two items appear to call for particular comment, namely, the expenditure of \$259,042.36 in respect of addition to plant, and \$36,611.69, which you will find under the heading "Automatic Plant—Preliminary Expenses."

**Changing the Lines.**  
 The major portion of the expenditure in respect of the first of these two items covers matters of a permanent nature, and was necessitated by virtue of the terms of our franchise from the Government, which, inter alia, calls for the substitution of underground cables for overhead wires. In this connection 2623.68 circuit miles of underground cables, and 26,695, circuit miles of covered distribution cables were laid during the year; furthermore, in the month of May last, a new submarine cable was laid across the harbour between Hong Kong and Kowloon, which not only permitted us to recover the then existing faulty cable, but also provided an additional 97 lines for junction working between these points.

#### Automatic Service.

While on this subject, I would incidentally add, that notwithstanding the fact that much progress with this transfer-over has already been made, still further consideration and expenditure must necessarily be incurred in giving effect to the requirements stipulated for in the Hong Kong Telephone Ordinance.

The expenditure under the second of the two items with which I am dealing was incurred in relation to preliminary investigation in connection with the proposal to install an automatic telephone service—a subject referred to by my predecessor in the chair when he addressed you last year. After mature consideration, your board was of the opinion that it would be in the best interests of subscribers that expert advice should be obtained in order that the whole question of telephonic communication in the Colony might be investigated.

#### The Expert's Report.

With this in mind, your directors approached the Government with a request that an independent expert should be nominated with a view to his submitting a report regarding the most efficient and satisfactory system suitable to the requirements of the community. As a result, Mr. R. W. Weightman, of the firm of Messrs. Preece, Cardew & Rider, consulting engineers to the Crown Agents, was appointed by the Government, and visited the Colony at the expense of your company in December, 1925. Mr. Weightman's report advocated the installation of an automatic system. Your board has, therefore, authorised the company's consulting engineers in London to embark upon the preparation of preliminary specifications with a view to calling for tenders, and when those have been obtained, it is the intention of your board to place the whole matter before the Chambers of Commerce and the Government with a view to a definite decision being arrived at by an impartial tribunal as to the suitability or otherwise, so far as the community, and, more particularly, the subscribers, are concerned—of the automatic system as against the manual system.

#### Board's Open Mind.

Your directors do not propose at this juncture to offer an opinion as to the respective merits of the two systems, other than to indicate that it appears to them in the main to resolve itself into a question of initial outlay, return on investment, and consequent subscription rates to be charged. I will, therefore, confine myself to stating that your board possesses an open mind on the subject and is inspired solely by a strong desire to render the most efficient service possible commensurate with such a return to the company as is contemplated by the Ordinance under which the company's undertaking operates.

#### Year's Appropriation.

I now beg to formally propose that the report and accounts, as presented, be adopted, and that the following appropriations be confirmed:—

Payment of a final dividend of 5 per cent making 3 per cent for the year \$96,180.00  
 Transfer to General Reserve \$50,000.00  
 Bonus to European staff \$5,947.21  
 To carry forward to next year \$2,367.86  
 and I shall be much obliged if some shareholder will kindly second such proposal, whereupon questions as to the report and accounts may be raised.

#### Other Business.

Mr. W. McC. Kirkpatrick seconded. No question was put and the motion was carried unanimously.

#### Confirmation of the appointment of Mr. B. Lander Lewis as a director and of Mr. J. H. Taggart as managing director, also the re-election of the Hon. Sir Shou-son Chow and Mr. R. G. Shevan to the Board—proposed by Mr. D. H. Blake, seconded by Mr. E. Abraham.

Re-election of Messrs. Lowe, Bingham and Matthews as auditors for the year (at a fee of \$2,400, covering monthly auditing of the accounts)—proposed by Mr. W. E. L. Shenton, seconded by Mr. E. Abraham.



## MANY "SHADES."

The Political China of To-day.

## EACH FACTION'S TERRITORY.

(By "Li Chung-yin.")

Serious as the menace to General Chiang Kai-shek is through the secession of the Communists, the Cantonese commander-in-chief still holds the greater part of the territory conquered and of the greatest importance, he has the maritime provinces while the Extremists are enclosed in Central China without a seaport.

The accompanying rough sketch map shows how the eighteen provinces of China Proper are "governed" to-day.

First of all, it should be emphasised that the people themselves have little or no say as to their political inclinations nor can their tendencies be defined, even vaguely.

"Policies" are decided by the party in the ascendancy or, bluntly, by the circumstances in which each big general finds himself.

Although the Moderates still hold the southern seaboard, the Kuomintang cause has received a serious setback through this internal strife.

Problem for the Powers.

If only theoretically, General Chiang Kai-shek has lost diplomatic prestige. Just as the Powers had to "recognise" Peking as the capital, so will the diplomats have to deal with Hankow as the accepted seat of government of the Nationalists. It is only logical to assume that Hankow will certainly not consult Chiang Kai-shek in shaping their relations.

Of primary interest to the world at large is the Nanking protest and its sequel.

The Moderates now hold Nanking (as will be seen in the map).

even into Mongolia itself, where he is side by side with Russia. In China Proper, Feng Yu-hsiang has the two provinces in the north-west, known as Kansu and Shensi, which abut on Central China.

As the successor to Chiang Kai-shek, the Hankow politicians have appointed Feng Yu-hsiang commander-in-chief of their armies. A moot point is raised as to whether he will forsake his refuge and come down to join the fray along the Yangtse River, or follow the Yellow River in another bid for Peking.

The Extremists have Hupeh and Hunan provinces and the greater part of Kiangsi province which adjoins General Chiang Kai-shek's holding. An advance army of 7,500 strong was reported to be marching from Kiangsi down the River.

Cut Off From Russia!

A factor which seems to have escaped the attention of military experts is that the Chinese Communists are now practically cut off from direct Russian assistance. Canton is "Moderate" so that no Soviet arms are likely to go there for some time. Every other part of the coast is also hostile. Going up the Yangtse from the sea would be too venturesome as the Moderates hold the south bank and the Northern Allies the north bank of the estuary. The memory of the "Pamiat Lenina" on which Madame Borodin was captured is still fresh. She was on her way to Hankow by the river route.

From the sketch it will be seen that in the interior, the Communist ground just touches the Christian general's zone. He is getting guns and munitions from Russia, via the North, and he can send aid down to Hankow by a tortuous overland road that is almost impassable for an army marching direct.

Chiang Kai-shek started with the provinces of Kwangtung and Kwangsi. He subdued in turn

## CHINA'S CHAOS.

Confusion of Nationalist Quarrel.

## THREE GOVERNMENTS TO-DAY.

How Canton's financial resources will help General Chiang Kai-shek is explained in the following:—

Shanghai, April 13.

The disintegration of the Nationalist Government continues each day to make itself more noticeable.



Mr. T. V. Soong, brother-in-law of the late Dr. Sun Yat-sen and Nationalist Minister of Finance.

Yesterday, the information arrived that the Central Bank in Canton with specie reserve of \$5,000,000 had been taken over by the Canton Provincial Government and that Mr. Koo Ying-fan, an adherent of General Li Chai-sun and a former appointee of Mr. Hu Han-min, had taken the place of Mr. T. V. Soong's appointment.

The specie reserve of the bank was built up during Mr. Soong's management. Mr. Soong was dismissed from any positions which he may have held in Canton or rather his appointees were dismissed through the influence, it is reported, of General Chiang Kai-shek because Mr. Soong has repeatedly refused to attend the Nanking Conference.

## Soong Out of the Picture.

Mr. Soong is still nominally Minister of Finance of the Hankow Government, as he has not yet been dismissed by that Government.

Actually, he is more or less completely removed from the political picture for the time being. He came to Shanghai to co-ordinate the finances of these provinces under his Ministry of Finance. He has been associated intimately with General Chiang Kai-shek and it is known that at one time he favoured the Nanking Conference.

Yesterday morning, however, he took certain decisive steps which must be regarded as marking for the present his temporary elimination from politics.

## \$3,000,000 for Chiang?

A committee of bankers, anxious to support the Nanking Government, called on Mr. Soong at No. 23, Rue Moliere at 10.30 yesterday morning to complete negotiations for a \$3,000,000 loan to General Chiang Kai-shek.

Mr. Soong declined to sign the agreement, although the bankers pressed him to do so, on the ground that he would not assume such responsibilities at a time like this.

As the bankers have been making advances to General Chiang Kai-shek on the assumption that Mr. Soong endorsed their agreements as Minister to Finance, they returned to their headquarters for further consideration.

The fact of the matter is that there is a great confusion among officials here than there has ever been before.

tween Peking and the Christian general. The tuchun is General Yen Hsieh-shan who has the unique record of having been in power since the 1911 Revolution. By maintaining a policy of masterly inactivity, he has not been embroiled in political or military upheavals. Accordingly, he is tolerated and continues to function. If he were pressed, he must be counted on the winning side, whichever it is.

The above is the confusing state of affairs that each day confronts non-Chinese who take an interest in China. Boldness is needed to predict when one kind of "shading" will cover the whole map. I can only add that the "varieties" were not so numerous three, or even two, years ago.

## All Shades of Officials.

The Hankow Central Executive Committee has appointed officials for Kiangsu and Chekiang provinces whom General Chiang Kai-shek will not recognise as he regards them as Communists or pro-Communists.

As a matter of fact, as the Hankow executive has dismissed General Chiang Kai-shek, Mr. Que Tai-chi and others, it is only natural that they should retaliate by disregarding Hankow.

At the same time, local appointments are being made by Generals Chiang Kai-shek, Pei Chung-hsi and Chow Feng-chi which are sometimes contradictory, several men being appointed to the same position.

So far as finances are concerned, it is understood that Mr. Soong could not accept responsibility for assuming office under such conditions and that he insists that there must be unified responsibility in his department. Breach with Hankow Complete.

As the military are completely in control here, such unity is not possible.

Although we have not been able to confirm this directly, it is believed that this is one reason why Mr. Soong refuses to act locally.

The Nanking Conference is beginning to act against the Communists throughout their territory.

A Central Control Committee has been organised which has impeached the Communists in a virulent statement which has appeared in the Chinese Press.

This impeachment is the last step in effecting a definite breach with Hankow.

There are then three distinct Governments in China now: Peking, Hankow and Nanking.—"North China Daily News."

## HOSPITAL COMFORTS.

## TWO SEWING MACHINES NEEDED.

The "Hospital Comforts Committee" (to which Mrs. W. T. Southern and the Rev. W. T. Featherstone have been added), begs to acknowledge with many thanks the gift of 22 Gramophone records from Mr. A. H. Crook, Queen's College School (on loan), four tennis balls, 2 sets football posts, two tennis nets, eighty-eight forms, ninety-eight chairs, an organ, thirty hymn books and prayer books, and kneelers.

Per the Rev. W. T. Featherstone, three dozen packs of playing cards, four sets of draughts, a chess set, six footballs, six tennis racquets, dozen tennis balls, illustrated papers from a local mess, illustrated papers from the Diocesan Boys' School, two gramophones, a gramophone on loan from Messrs. Moutrier, gramophone records from Messrs. Moutrier.

The gift or loan of two sewing machines, for the use of the Nursing Staff at the No. 7 General Hospital, Kowloon, would be greatly appreciated. The machines might be sent direct to the Hospital or to Mr. E. Ralph or Mr. A. Morris at the Education Offices.

## EASTERN PORTS' HEALTH.

The health bulletin of Eastern ports for the week ended April 16 is as follows:—

Plague: 4 cases at Rangoon, 1 at Singapore.

Cholera: 1 case at Rangoon, 19 at Bangkok, 8 at Haiphong, 16 at Saigon.

Small-pox: 66 cases at Rangoon, 4 at Tuticorin, 9 at Bangkok, 1 at Macao, 3 at Dairen, 1 at Hakodate.

## ITALY'S LABOUR.

Attempts to Prevent Disputes.

## GOVERNMENT'S CHARTER.

Rome, April 22.

The celebrations of the anniversary of the foundation of Rome were made the occasion of the publication of the Government's charter of labour crystallising Signor Mussolini's efforts to wipe out strikes and lock-outs.

The charter embodies the principles governing hours, wages and conditions and provides that production must be centred on the general conception of the well-being and greatness of the entire nation.

Syndical organisations must be formed under State direction the membership of which must be free.

Capital and Labour must be conciliated or disputes submitted to "Labour magistrates."

It is announced that the enrolled Fascists total 2,168,821, besides considerable numbers enrolled in the Fascist trade unions.

Private initiative in production being regarded as the most efficient instrument in the national interests, the organiser of a company is responsible to the State for production.

Professional associations of employers are obliged in every way to promote the increase of production and the reduction of costs.

The State will intervene to control or assist the management only when private initiative fails or the political interests of the State are involved.

Night work is to be paid for higher than day work. A worker is entitled to an annual paid holiday after a year of uninterrupted service.

Compensation must be paid in respect of unjustified dismissal, also in the event of his death.

The Fascist State proposed measures to improve accident and unemployment insurance, to extend maternity insurance, to initiate general insurance against all illness, and to introduce special endowment insurance for young workers.

Home workers are to be included in the benefits of the discipline and collective labour contract.—Reuter.

The satchel that was lost this week by Mr. G. F. H. Taylor (Sub-Inspector of Lighthouses) in a taxi from central to Kennedy Town, with departmental papers inside, has been recovered.

## NOTICE.

THE YOKOHAMA SPECIE BANK LTD.

WE wish to notify our customers and the public that notwithstanding the moratorium that has been declared in Japan, our Head Office has informed us that the Yokohama Specie Bank, Ltd., will carry on business both in Japan and in all its foreign branches without any difference or restriction whatsoever. All obligations will be promptly met irrespective of amounts involved and we shall continue to cater to the wants and convenience of our customers exactly as heretofore.

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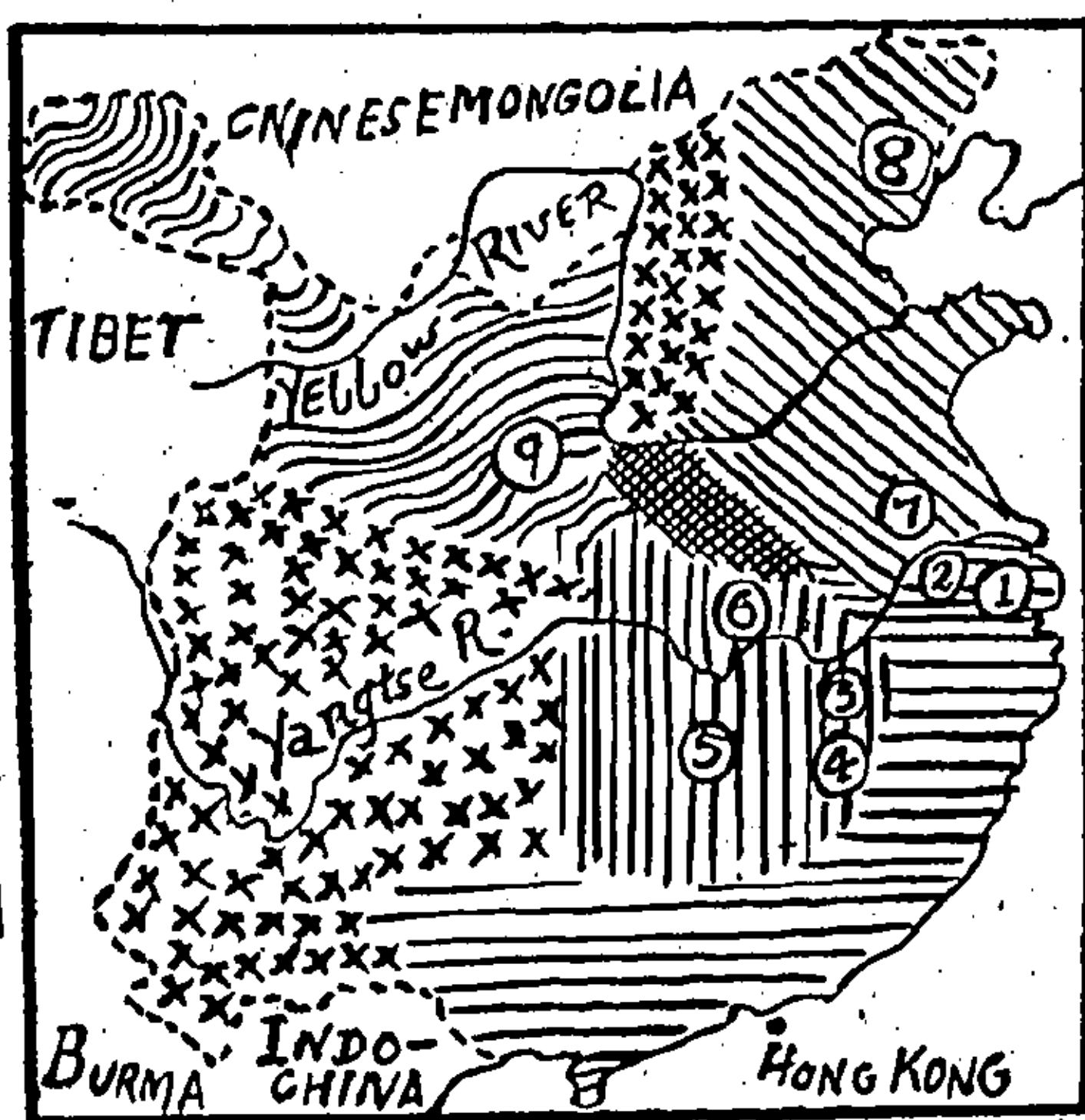
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CHINA PROPER AS IT IS DIVIDED TO-DAY.

## EXPLANATIONS:—

territory shaded with horizontal lines—provinces controlled by General Chiang Kai-shek and the Moderates.

vertical lines—Communists. oblique lines—Northerners (i.e., Marshal Chang Tso-lin's Fengtien Party, General Chang Tsung-chang of Shantung and Marshal Sun Chuan-fang).

small dark shaded patch—Marshal Wu Pei-fu. wavy lines—General Feng Yu-hsiang (the "Christian general"). crosses—Independent, neutral or undecided.

## NUMBER (denoting cities):—

1.—Shanghai. 2.—Nanking. 3.—Kiangsi. 4.—Nanchang. 5.—Changsha. 6.—Hankow. 7.—Pukow (where the Northerners now face Chiang Kai-shek's army on the south bank of the Yangtze).

8.—Peking. 9.—Si-an, capital of Shensi province (the Christian general's base).

General Ching Chien, whose men are alleged to have been responsible for the outrages on foreigners, has left Nanking for Hankow.

## Diplomatic Puzzle.

Should the Powers hand the second Note to Hankow, will the Foreign Ministry there be able to lay down the law to a city outside its jurisdiction? Or having dealt with Hankow in the first instance, through the accepted diplomatic channel, can the Powers now turn to Chiang Kai-shek instead?

Whereas previously, there has been much talk of "recognising" the Kuomintang regime at Hankow as representative of the southern half of China, that administration is now divided into two specific and antagonistic parts, each rapidly setting up its own administration.

The natural conclusion then is that the Powers will find it more difficult than, say three months ago, to point to which Government is the one to approach.

As to actual territory, it should be added that Marshal Chang Tso-lin (the Fengtien Party) also holds the three provinces, adjoining the north-east of China, forming Manchuria, and not shown in the sketch map.

## Near His Friends.

Similarly, the Christian general's sphere of influence extends largely into Chinese Mongolia and

Hunan, Hupeh and Kiangsi (which have now been lost to him), Fukien, Chekiang, a part of Kiangsu and a bit of Anhui.

## Little Buffer State.

From their start at Peking, the Northern Allies came down through Chihli and Shantung to Kiangsu and Anhui, their limit being the Yangtze. A Fengtien arm advanced further inland, along the railway in the direction of Hankow. Wu Pei-fu's shaded patch has served as a buffer state between the Northerners and Hankow, but the Fengtien men are slowly breaking through, like the Germans in Belgium in 1914. No sign of a move by the Christian general's Kuominchun has been detected; he must be left out of the reckoning until he has had more time to reorganise.

In the south-west there are the provinces of Szechuan, Yunnan and Kweichow which are so poor in communications that one general cannot get any distance. One faction prefers Canton; another neutrality; and a third may like a working alliance with somebody else. Conditions fluctuate to such a degree that classification to-day might be incorrect tomorrow.

## Record of Long Service.

Up north, there is a neutral province. This is Shanai, be-

Continued at foot of next Column.



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## DAIRY FARM NEWS.

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## LOCAL AND GENERAL NEWS.

New boys, boarders and day boys, will be admitted on Monday and Tuesday to the Diocesan Boys' School.

The Old Bailey murder trial in mail week which lasted for just six minutes, must be a record in that category, though there are other cases in which the law has combined efficiency with dispatch. The woman who slashed a portrait in the Academy during the Suffrage agitation was sentenced by judge and jury within twenty-four hours. The murderer of Perceval in the House of Commons in 1812 was not allowed a week in which to repent. The Prime Minister was shot on a Tuesday, and Bellingham was tried on the Friday and hanged on the following Monday morning.

"Once you are a Government servant you know no holidays," said Mr. R. E. Lindsell (senior magistrate) at the Police Court yesterday. Two of three defendants before him were Chinese friends and he suggested that they should be reported to the Chief Officer. Mr. Horace Lo, defending, submitted that his clients were not in uniform and on holiday whereupon His Worship made the remark quoted. All three men were charged with demanding money with menaces, at a club. The charge was dismissed as His Worship held that complainant had not given proper information to the Police.

"Puppy love-affairs and money troubles" are described by the Anti-Suicide Club of New York University as the prime causes of the epidemic of suicides which is afflicting the student bodies of the United States. The Anti-Suicide Club has just been formed. Its members, after a spectacular debate, issued a solemn invitation to the chief universities of America to form similar clubs "for the purpose of combating the present-day tendency toward self-destruction among students." The debate resulted in a unanimous expression of opinion "that over-education resulting in mental disorder is not a cause of student suicide." The prime cause, the club declared, must be sought rather in extravagance and immorality in the material things of life.

Annoyed because his winning try had been disallowed, a player named Wisser, in the Rugby Cup de France competition, at Montpellier, near Marseilles, disgustedly retired to the dressing-room and blew out his brains.

The "Government Gazette" notifies that, three months hence the Tai Yuen Hotel Co., Ltd. will, unless cause is shown to the contrary, be struck off the Companies' Register and the company will be dissolved.



Striking photograph of Henry Miller, who had just won the famous "Penny for the Girl" prize given each year by the leading French women's magazine. Miss Hall affects severely masculine attire.

"Her knees that so gallantly brave the wind, her short locks, her figure—ah! her figure! I am amazed and delighted." She is so different from what I expected," said Richard Snareck, the Austrian author, to a press representative in London, discussing the English girl. "I am impressed," he continued, "by the bubbling vitality and independence of the girls. Englishmen, too, with their helpful courtesy to the stranger, have revised my Continental ideas about their silence and reserve. There are many other things that I like in England. I love the red London omnibuses that add colour and life to the streets. I am enchanted by the unparalleled Zoological Gardens."

An undertaker's receipt for \$10 showing that he had paid his own funeral expenses in advance, was found in the room of John Mercer, 78, at Saffordbury-street, Shoreditch, who committed suicide by taking ammonia. With the receipt was a note stating that he was tired of living alone.

Secrets of glass-making, known to the Egyptians, lost for centuries, then used in China, lost again, and not discovered in England till recent years, were among the revelations made by Sir Herbert Jackson, F.R.S., at the Royal Institution in a lecture on "Some colouring agents in glass and glazes." Sir Herbert has reproduced a brilliant scarlet non-transparent glass used by the Egyptians, the composition of which had puzzled generations of scientists. He admitted his debt to Professor Norman Collie, of University College, London, for his success in this. Professor Collie showed to a reporter a fragment of this Egyptian glass, which is known as "sang-de-bœuf," and said: "In about 1,420 a similar glaze was used in China, probably discovered independently, but the secret was lost again. Now we have it for good, and the secret of centuries is known once more."

Will the activity of the League of Nations in regard to the white slave traffic result in the revival of those sensational stories which used to pass from lip to lip not so many years ago? These tales told, for example, how two young girls in a good position in society were shopping with their mother at—'s, the name of any well-known shop was mentioned, and were left by her for a short time while she went to another department. Enter a supposed hospital nurse with a tale of the mother's sudden illness. She takes the girls away with her and they are never seen again. The credence that such ridiculous stories, false on the face of them, obtained was amazing. No one stopped to ask how it was known what the "nurse" said to her victims, or how it was that the town was ringing to the hue and cry that must inevitably follow such a disappearance. The white slave traffic is a real evil, but it is not carried on, at any rate in Great Britain, on the melodramatic lines which credulous people believe.

## SOCIAL AND PERSONAL NEWS.

The name of Mr. Frederick Munford has been added to the Colony's list of authorised architects.

The title and privileges of Bishop Assistant to the Pontifical Throne have been bestowed by the Pope on the Right Rev. Dr. Keily, Roman Catholic Bishop of Plymouth.

It is officially announced that Sir Basil Blackett's term of office as Finance Member of the Government of India has been extended until April 7, 1928. The extension has been received with general satisfaction in Indian banking and commercial circles in Calcutta.

There are no bequests to charitable societies or institutions in the will of the late Sir Robert William Buchanan Jardine, which has been lodged at the Register House, Edinburgh. The provisions are of a family nature, with the exception of a number of bequests to employees, etc. The testator had subscribed to many charities during his lifetime.

A message cable from Nelson, British Columbia, announces the death there, at the age of 76, of Mrs. Charlotte Edith Henderson-Cleland, one of the last survivors of the Siege of Lucknow, which she went through as a child. She was the daughter of Captain Fletcher Hayes, who died in the siege, and the widow of Major-General J. W. Henderson-Cleland.

By the death of Mrs. Elizabeth Fellows, at the age of 103, at Kharatou Road, Highfield, Southampton, has lost its oldest inhabitant. She was born there, but for some years she resided in Croydon. Her father lived to be 84, and other members of the family were octogenarians. She had been a widow for fifty-seven years, and a daughter is now the only survivor.

Hong Kong estate to the value of \$249,200 was left by the late Mr. J. T. Hemingway, of Heathcote, Ilkley, Yorkshire, re-sealing of probate in respect of whose will has been granted to Mr. W. E. L. Shenton. The estate is bequeathed to his wife and relatives, deceased commenting in the will that he had during his lifetime given to such charitable objects and institutions as he had appealed to his judgment and therefore he had made no provision for any sort of bequests to such objects or institutions.

Gunner T. A. Martin has been appointed a second lieutenant in the Hong Kong Volunteers.

Dr. William Leslie Thomas has been appointed a member of the Advisory Committee of the Peak Hospital during the absence on leave of Dr. Stuart S. Strahan, M.B., B.Ch.



Mrs. Vincent Massey, wife of the Canadian Minister to the United States.

While ex-King Manoel's luck has not been conspicuous in the baccarat room at Cannes, his Majesty drew the winning number in a charity tombola at the Casino, which brought him a 6-h.p. motor-car. Having little use for it, since he has one or two of his own of slightly larger dimensions, ex-King Manoel handed it back for raffling.

Chief Detective Inspector "Tim" Murphy of the Hong Kong Police goes home on ten months' leave next week by the "Malwa." Det. Inspector "A. N. Reynolds" (who is now in charge of murder cases) will be acting in his place. Det. Sub-Inspector L. P. Lane will act for Inspector Reynolds. "Tim" Murphy is one of the most popular figures in the Force and his many friends wish him a bumper holiday.

General Bramwell Booth spent his 71st birthday in a quiet retreat in the country where he is engaged on literary work.

The death has occurred, according to a message from Edmonton, of Mr. William McLellan, a pioneer farmer of the Alberta district, at the age of 106.

Professor Langsner had the honour of appearing before the King and Queen of Siam and members of the Royal Family in Bangkok on April 12. Their Majesties were highly pleased at the two and a half hours entertainment of occult science and congratulated the Professor.

Sir Hubert Llewellyn Smith, who is 62, retired on March 31 from the post of Chief Economic Adviser to the Government. On one occasion Sir Hubert received a letter addressed simply "Slew Smith, Whitehall." Although posted at a post on the Caspian Sea, it arrived safely at the Board of Trade offices in Great George Street, S.W. The envelope contained information asked for while Sir Hubert was negotiating a Customs agreement and tariff with Persia on behalf of the British Government in 1920. Sir Hubert is chairman of the British Institute of Industrial Art, which seeks for more intimate co-operation between art and industry, and is a sketcher of no mean order. As vice-president of the Board of Trade Council—he was Permanent Secretary to the Board from 1907 to 1919—he is reputed to have a knowledge of trade and industry unrivalled in the Civil Service.

Following a slight heart attack Sir Michael Bruce collapsed in Whitehall just after leaving the Foreign Office, and was taken to Charing Cross Hospital. He was able to leave for home an hour or two later, after treatment and a rest. Sir Michael collapsed in Oxford Circus last year and was taken to Middlesex Hospital. In 1925 he was knocked down by a motor-car in Trafalgar Square. A little later he stopped a runaway horse in Bristol, and recently he helped to administer morphine to a dying officer who was pinned under an underground train for 90 minutes. Sir Michael, who is 53, is the 11th baronet, and a descendant of Robert Bruce, King of Scotland. He has had an adventurous career as a soldier and big game hunter, and has written "Songs from the Saddle." In 1925 he married Miss Dorcas Greenwell, of Cheltenham.

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REOPENING SHORTLY

KOWLOON  
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(Opposite Hung Hom Railway Bridge.)

Broader, Bigger & Better.

NEW BALLET, NEW TRAINED  
HORSE ACTS, NEW ARTISTS.

Watch these columns for

OPENING NIGHT

Which will be announced shortly



## SPORTS SECTION

## YACHT CLUB.

COST OF BEING AN OWNER.

VALUE AFTER 5 YEARS.

[By "Chau Kung."] I have been asked "What would a good little ship of about 20 feet on the water line and about 27 feet over all cost—and how much to run?"

I think you would get the boat built in tank and fitted with sails for about \$1,500 whilst to fit her out would cost about another \$200. If a small motor were required another \$350 would have to be found making the total cost round about \$2,000.

The accommodation would be such that it would be very comfortable for 2 or 3, for a 3 or 4 days cruise, provision being made for an ice-box and a good big cockpit with about 9 feet, 3 or 4 inches of head room in the cabin. The cost of running such a boat including "boys" wages and allowing for proper slipping and painting would be about \$35 to \$55 a month.

There would have to be an allowance made for running and standing gear, new sails etc., which would probably average at \$10 to \$12 a month. No allowance has been made for insurance or for depreciation but if kept up as she well could be at the figures given, she should maintain her value, very well and if sold in 5 or 6 years' time, the return would not be very much—say at most \$1,200 to \$1,300—less than what she cost to build. I would ask "Would one be likely to get the same return on a car after 5 years?"

Racing this afternoon at the Royal Hong Kong Yacht Club will be for boats which have not won this season. The course will be Lyman Beacon (S), mark on line (A), Channel Rocks (S)—7.5 miles.

The following are eligible to compete: "Palcen," "Argulla II," "Senlark," "Adele," "Adance," "Zephyr" and "Joan." A prize has been donated for the race which is to start at 2.45.

A menagerie race over a course of Channel Rocks (P), Kowloon Rock (P), mark on line (A), East Rock buoy (A), Channel Rocks (A)—8.3 miles, will be held for those members who wish to race, the starting gun being at 3 p.m.

A keel has been laid down to the order of Major J. P. S. Greig and Capt. E. H. L. Jacobs-Larkom, R.E.'s for one of the "Typhoon" class.

I hear that "Typhoon" was out on Monday last with two reefs down and made very good going between Lam Tung and Wai-lan, going along fast and without much fuss. The dropping of the sail plan by 3 inches together with the lightening of the gaff having brought about a big improvement in her behaviour in a heavy wind. I was told that she out-weathered and out-footed a Heyward-Hoys which ranged up for a "tryout."

The chartering arrangements are completed now and I understand she will be available next week for her first hirers.

## LOCAL RACING.

PROGRAMME FOR NEXT MEETING.

For the Hong Kong Jockey Club's 3rd extra race meeting of the season on May 7, the programme is as follows:

- 1.—Colonial Stakes: Five furlongs.
  - 2.—Commonwealth Handicap "C": Class: Six furlongs.
  - 3.—Commonwealth Handicap "B": Class: Six furlongs.
  - 4.—Third Aggregate Stakes: One mile.
  - 5.—Commonwealth Handicap "A": Class: Six furlongs.
  - 6.—Empire Handicap "B": Class: One and a quarter miles.
  - 7.—Union Plate: Six furlongs.
- For sub-griffins of this season that have not won more than one official race. Winners 5 lbs. penalty.
- 8.—Dominion Plate: One mile.
  - 9.—Sub-griffins of any season, and non-winning griffins of this season. Weight for inches. Sub-griffins of this season 5 lbs.; of two races 10 lbs.; of three or more races 15 lbs. penalty. Jockey allowance.
  - 9.—Empire Handicap "A": Class: One and a quarter miles.

## C.C.C. LAWN BOWLS TEAM.

The following have been selected to represent Craigengower Cricket Club in a friendly lawn bowls match against the East Point Recreation Club at the C.C.C. green to-day, at 3.30 p.m.:

F. J. Neves, D. Fritz, C. M. Alves, U. M. Omar (skip).  
L. A. Rose, M. A. Souza, C. S. Bennett, R. Bass (skip).  
R. F. Luz, C. S. Rossetti, A. Arculli, D. Rumjahn (skip).  
D. Kharas, C. A. Rodriguez, T. Grimes, A. Kitchell (skip).  
W. Nicholson, A. Bassac, L. C. Souza, F. J. Knott (skip).  
Y. Abbas, F. Bear, W. T. Brightman, W. Muskett (skip).

## CUP "FEVER."

100,000 AT WEMBLEY TO-DAY.

THE EXPERTS' FORECAST.

London, April 22.

Fair weather and a fast open game are the features of the final survey of the prospects of to-morrow's Anglo-Welsh Cup Final battle at Wembley which will be witnessed by nearly a hundred thousand people, headed by H.M. the King, many peers and commoners, and other prominent persons including the Lord Mayors of London and Cardiff. Gates will open at 11.30 a.m. Proceedings begin at 2.30 p.m. by community singing including "Land of Our Fathers" and the National Anthem.

Experts are divided, though the balance in forecasts probably favours Cardiff, rather than the Arsenal.—Reuter.

## BELOW FORM.

NG SZE-KWONG IN THE SINGLES.

YOUNGSTER'S DISPLAY.

Champion for several years till 1924, Ng Sze-kwong was below form yesterday in the 3rd round of the open singles in the H.K.C.C. annual tennis tournament.

J. W. Leonard, a very promising young player, showed a fine knowledge of the game, varying between the spectacular at the net and shrewd placing from the base-line. The ex-champion's length was at fault but he recovered after losing the first set and having to go to 14 games to take the second.

At the third time of asking, Ng Sze-kwong defeated Colonel C. Russell Brown, R.E. in the third round. Previously they had twice left off in failing light, in the fifth set. Yesterday, the Colonel lost in straight sets.

Yesterday's Results.  
Open Singles. (3rd round):—Ng Sze-kwong beat Col. C. Russell Brown 6-2, 6-1, 8-6; (4th round):—Ng Sze-kwong beat J. W. Leonard 1-6, 8-6, 6-3, 6-2.

Open Doubles. (3rd Round):—F. A. Redmond and Dr. R. E. Tottenham beat Hung Hui-chen and Cheong Tung-wing 6-2, 6-2, 6-4; (4th round):—H. D. Rumjahn and S. A. Rumjahn beat M. K. Lo and Horace Lo 6-4, 6-3, 6-4.

Club Championship:—(2nd round):—Major W. B. Stevenson beat Dr. W. L. Thomas 6-1, 6-1, 6-1. Handicap Singles "A":—R. K. Valentine (rec. 4/6) beat S. E. Green (owe 15/3) 6-1, 3-6, 6-3.

Handicap Doubles:—H. Owen Hughes and E. Grimble (rec. 4/6) beat P. E. Barker and J. F. Kennedy (rec. 15) 6-1, 6-3; R. M. Henderson and A. Brearley (owe 3/6) beat T. J. Price and E. R. Price (rec. 4/6) 6-2, 6-0.

To-day's Matches.  
Open Singles:—H. D. Rumjahn v. F. A. Redmond (4th round). Club Championship:—W. B. Cornaby v. L. Forster (2nd round); Dr. J. R. Craig v. E. Grimble (2nd round).

Handicap Singles "A":—R. M. Henderson (owe 2/6) v. T. D. E. Pendered (rec. 4/6). Handicap Doubles:—J. N. Owen and E. E. Mimmick (rec. 15) v. S. E. Green and D. S. Green (owe 3/6).

## WORLD'S SCULLING TITLE.

So few world's championships are now held by Englishmen that any promising effort to gain one for Britain is worthy of support. Thus there should be a ready response to the appeal made for funds to send out H. A. Barry to Australia, to meet Major Goodsell, the world's professional sculling champion, in a match for the title, on the Parramatta. Barry, who has never been beaten in a level sculling race, is considered by good judges to be equal to—if not better than—his uncle, Ernest Barry, the former world's champion, and so his chances of success against Goodsell could scarcely be better, and it will be a pity if he does not get an opportunity of proving his worth.

## NAVAL BASKET-BALL CHAMPIONS.



The basketball team of the U.S.S. "California" of the American Pacific fleet, who are the winners of the battleship championship for 1926 and 1927.

## BRITISH GOLF.

THE NINE CRUSADERS FOR AMERICA.

A HOME TRIAL FIRST.

[By R. Enderby Howard.]

The first resounding note of the golf season has been struck by the selection of the nine players who are to represent Britain in the United States open championship at Oakmont, Pennsylvania, in June.

It is perhaps rather early to make definite choices for a campaign of three months hence, but it at least gives the nominees ample opportunity to practise and prepare. It remains to be seen what will happen if, in the interim, somebody who is not in the team beats all those who are in it.

I believe that the selectors were sorely puzzled to know what to do about some of the men who might at any moment leap into the first flight—and might not.

## Long Drive "Burden."

For instance, there is Jack Smith, who is steadily living down his reputation of being merely the longest driver in the world (always a burden to a golfer because it makes people think that he can do nothing but drive) and winning recognition as an accomplished player of all the shots. Ad yet, apart from his hitting, which would have stirred America like the efforts of baseballing Babe Ruth, he has not yet done the things that count in classic golf.

Then there is Percy Allis, certainly one of the best players in the country a year ago, but an unknown quantity since he took up a professional appointment in Berlin. Ernest Whitcombe, the most successful British professional of 1924, and H. A. Gaudin, who gained a tournament victory over Abe Mitchell last season, are others who have had to be included among the first reserves, although they have not been notified of that small consolation, because there is little likelihood of any of the chosen nine failing to join the expedition.

## The "Daily Mail" Test.

The Americans will, at least, see the stylists of British professional golf, from the dapper Mitchell, with his gift of stepping instantly into his stance and flicking the shot to its destination as a mere incident in a walk; the ponderous and pondering Archie Compston; the quick and upstanding Aubrey Boomer, Charles Whitcombe, and Arthur Havers, all of the rising generation, and the mercurial, highly strung George Duncan, to the bluff, easy-going and yet desperately earnest Edward Ray and Fred Robson, and that cheerful master of an orthodox swing, George Gadd.

Of these Mitchell, Duncan, Ray, Compston, and Havers have previously played in the United States, while Roorer has recently been touring in the Argentine.

## As Good a Chance.

All the same, there is one member of the selection committee who thinks that a first-time visitor, either Gadd or Charles Whitcombe, has as good a chance as anybody of winning on a typical American inland course, such as Oakmont.

Just before the departure of the team there will be a complete test of British professional golf in the "Daily Mail" \$1,200 tournament, the final stages of which will take place at Wentworth, Virginia Water, on May 11 and 12. The picking of the team could not possibly have been left till then, since the players would have been given only a week in which to make their arrangements to go to America, but it will be a disturbing circumstance for the selectors if somebody outside their nine wins the tournament. Selectors, however, have to take big risks.

## BOXER IN FILMS.

VICTOR McLAGLAN'S RISE TO FAME.

NOW EARNS £20,000 YEARLY.

When Jack Dempsey was still the heavy-weight champion of the world he confessed to me (writes Mr. Trevor C. Wignall) that one of the regrets of his life was that he had been so successful as a fighter. It was his ambition at this time to become a celebrated film actor. It will be remembered that about three years ago this desire prompted him to sink some of his fortune in a film company, to undergo an operation on his nose so that it could be made more presentable, and to blossom out as a "movie" star. It will also be recollected that as a rival to Valentino and others he was a failure.

All this returned to my mind when I read that Victor McLaglan, one of the most disappointing heavy-weight boxers even Britain has known, had swept the United States into enthusiasm, and was in the act of similarly sweeping Lon-



Jack Dempsey, building heavy-weight, who recently beat Mike McGuire in a fifteen round bout in the heavy-weight elimination tournament to select an opponent for Gene Tunney.

don by his representation of a soldier-champion in the film "What Price Glory?"

Lucky Defeats.  
It is stated that McLaglan to-day is one of the highest-paid film actors in the world; that his salary is over £20,000 a year; and that he is on the smooth road that leads to millionairehood.

If this was so he must be thanking his stars that in 1919, at the National Sporting Club, Frank Goddard knocked him out in three rounds, and that in the following year, in the same building, Arthur Rowley deposited him on his broad back in the seventh round.

The last time I met him was in a restaurant in Piccadilly a little more than a year ago. He had given up boxing then—was ready, as a matter of fact, to admit that he was no good at it—and it is betraying no secret to state that his adventurous life had given him so little in the way of compensation that he should turn to next.

Beautifully Broken Nose.  
Dempsey, a great boxer, failed as a film actor. McLaglan, a poor and crude fighter, and with a beautiful broken nose—a feature that was a grief to Dempsey—as a portrayal of human emotions climbs to heights that are only accessible to the very few. Life, it seems to me, is full of odd and romantic twists.

Let there was a time when McLaglan, the son of a bishop and one of six massive brothers, looked like setting the pugilistic Thames on fire. It was just before the war, and the venue, I think, was the West London Stadium. McLaglan, fresh from some revolution or another (he was, in his own words, always looking for trouble and excitement), was matched with Dan McGoldrick, a Scot who was close on the heels of some of the champions. McLaglan defeated him; but it was not his victory so much as his massiveness, his tremendous earnestness, and his fighting features that captured imagination.

Out Like Snuffed Candle.  
He did so well as to suggest that the heavy-weight England had so long been pinning for had at last been found.

Then came the war. McLaglan was caught up in it, first as a subaltern, then as a staff captain, then as an Arabic expert, and finally as a provost marshal in Mesopotamia. When he was demobilised he returned to boxing, and so completely failed, to realise expectations that he passed out like a snuffed candle.

And now, as "Captain Flagg," a raised-from-the-ranks American Marine (a distinction he shares with Lieut. Gene Tunney, the present heavy-weight champion of the world), he is piling up riches and fame at a rate that leaves one giddy.

Mr. Angus Buchanan, whose death has occurred at Aberfeldy, Perthshire, was a noted Scottish Rugby player in his day. He was a member of Scotland's first international team in 1871. His son, Captain Angus Buchanan, is a well-known explorer.

## LEGEND VERIFIED.

TREASURE FIND AT OLD PRIORY.

14,000 COINS IN EARTHEN JAR.

A discovery of great historical value was made near Barbezieux, in the department of the Charente, when workmen digging in the park of an old chateau brought to light a huge earthenware receptacle.

This contained 14,000 coins bearing the effigies of Henry IV. (1589-1610), Louis XIII. (1610-1643) and Gaston of Orleans. The treasure was found near the ruins of the chapel of the former priory of St. George de Rifaucou, which last century was transformed into a chateau.

Curiously enough, an old legend attached to this chateau, according to which a treasure had been hidden inside the park of the old priory 30 yards from one of the walls.

Search for Treasure.  
The proprietor of the chateau during the last century had searched for this hidden treasure, but without result.

Quite accidentally, while digging the foundations for a garden kiosk, workmen discovered the treasure, exactly 30 yards from the wall surrounding the park.

Some of the coins are of gold, many of silver and bronze.

They had been carefully placed in rolls wrapped in parchment. The majority of the coins are double Tournois, a coin equivalent to 40 sous or two francs, which was made at Tours up to the 18th century. All the coins are very well preserved.

Further searches are being made in the park by archaeologists of the district.

## ATLANTIC FLIGHTS.

New York, April 22.

The preparations of the aspirants for the \$25,000 prize offered for the first airman to complete the Paris-New York or New York-Paris non-stop flight is assuming the character of a race in view of the news that Captain Nungesser, the famous French war "ace" is preparing for an early attempt to fly from Paris.

The news has incited the backers of the civilians, Bert Acosta and Lloyd Bertaud, to speed up their preparation in order that they may take off at the earliest possible moment.—Reuter's American Service.

## VACCINATION FIGURES.

Latest figures available show that 84,142 persons have been vaccinated in the Colony, free of charge, since the St. John Ambulance Brigade began their campaign some weeks ago, in all parts of the Colony.

The following additions to the list of Public Vaccinators in this Colony is published in to-day's "Government Gazette":—Chung Ying-ping, Man Shu-kun, Ng Pak-sheung, Leung Chak-long, Lo Wai-lum, Cheng Ho, Chu Yu-shung, Tam Kwan-kon, Lee Shek-fu, Tam Wai-lam, A. J. Lewis, Mak Shek-fan, Kang So, Leung Ping-ching, Ki Shu-bo, Lau Kam-ching, and Chan Chung-yu.

## KOWLOON THEFT.

A sum of \$95 in money was stolen from No. 44, Nathan Road, Kowloon last night. The occupant of the residence is Mr. Custodio, who states that the culprit must have entered by the back door between 8 p.m. and 11 p.m.

The Colony had a clean bill of health on Friday.

## CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

## ST. JOHN'S CATHEDRAL, HONG KONG.

April 24th, 1927.

1st Sunday After Easter.  
Holy Communion (8 a.m.).  
Sunday School (10 a.m.).  
Prayers (11 a.m.).  
Preacher: Rev. H. Copley Moyle.  
Collection for Red Cross Hospital comforts.  
Liturgy for the Sick (12 noon).  
Evangelist (6 p.m.). Preacher: Rev. G. F. Stoford C.F.  
Monday, St. Mark. Holy Communion 7.45 a.m.

## FIRST CHURCH OF CHRIST, SCIENTIST.

Macdonnell Road, below Bowen Road Tram Station.  
Sunday Service 11.15 a.m.  
Subject: "Probation After Death."  
Wednesday Evening Meeting at 5.30 o'clock.  
Reading Room at above address, open:—  
Tuesday and Friday 10 a.m. to 12 noon.  
Monday and Thursday 5 to 7 p.m.  
The Public is cordially invited to attend the services and visit the Reading Room.

## LOCAL SHARE MARKET.

## OFFICIAL QUOTATIONS.

HONGKONG, APRIL 23, 1927, 10.30 A.M.

| Names.                                | Hong Kong<br>Stock<br>Exchange. | Hong Kong<br>Sharebrokers<br>Association. | Share & Loan<br>Estate Brokers<br>Society. |
|---------------------------------------|---------------------------------|---|--|
| T.T. on London .....                  | 210 3/4                         | 210 3/4                                   | 210 3/4                                    |
| T.T. on Shanghai .....                | 79 1/2                          | 80 1/2                                    | nom  |
| Banks.                                |                                 |   |  |
| Hongkong Bank .....                   | 103 1/2 b 103 1/2               | 103 1/2                                   | 102 1/2 b                                  |
| do. London .....                      | 211 1/2 b 211 1/2               | —   | 213 1/2 n                                  |
| Chartered Bank .....                  | 221 n                           | 221 n                                     | —  |
| Mercantile Bank, A. & B. .....        | 231 n                           | 232 n                                     | —  |
| do. C. .....                          | 213 3/8 n                       | 213 3/8 n                                 | —  |
| P. & O. Bank .....                    | 229 1/4 n                       | 210 n                                     | —  |
| Bank of East Asia .....               | 68 n                            | 68 n                                      | 68 s                                       |
| Marine Insurance.                     |                                 |   |  |
| Canton Insurance .....                | \$660 n                         | \$660 n                                   | \$660 n                                    |
| China Underwriters .....              | 80 cts n                        | 80 cts n                                  | 70 cts. n                                  |
| North China Insurance .....           | 143 b                           | 143 b                                     | —  |
| Union Insurance .....                 | 286 n                           | 286 b                                     | 285 b                                      |
| Yangtze Insurance .....               | \$38 M. n                       | 38 n                                      | —  |
| Fire Insurance.                       |                                 |   |  |
| China Fire Insurance .....            | 205 b                           | 205 b                                     | —  |
| H.K. Fire Insurance .....             | 600 b                           | 600 b                                     | 600 s                                      |
| Shipping.                             |                                 |   |  |
| Douglases .....                       | 31 n                            | 31 n                                      | 31 n                                       |
| Hongkong Steamboats .....             | 21 1/4 b                        | 21 1/4 b                                  | 21 1/4 b                                   |
| H.K. Tugs & Lighters .....            | 1.10 n                          | 1.10 n                                    | 1.10 s                                     |
| Indo-Chinas (Pref) .....              | 30 n                            | 30 n                                      | 30 n                                       |
| do. (Def.) .....                      | 40 n                            | 40 n                                      | 40 n                                       |
| Shell Transports .....                | 21 1/4 b                        | 95/-                                      | 94/-                                       |
| Star Ferries .....                    | 52 b                            | 52 b                                      | 52 1/2 b                                   |
| Water-roads .....                     | 14 1/4 b                        | 14 1/2 b                                  | 14 1/2 b                                   |
| Refineries.                           |                                 |   |  |
| China Sugars .....                    | 18 n                            | 18 n                                      | 16 s                                       |
| Malayan Sugars .....                  | 31 n                            | 31 n                                      | 31 n                                       |
| Mining.                               |                                 |   |  |
| Benguet .....                         | 1.70 b                          | —   | —  |
| Kallian Mining Ad. .....              | 381 n                           | 381 n                                     | 401 n                                      |
| Langkats (Combined) .....             | \$21 n                          | 21 n                                      | 21 1/2 n                                   |
| do. (Single) .....                    | 0 1/2 n                         | 0 1/2 n                                   | —  |
| Shanghai Exploration .....            | 7 n                             | 7 n                                       | —  |
| Shanghai Loan .....                   | 7 n                             | 7 n                                       | 3 1/2 n                                    |
| Raub .....                            | 4 n                             | 4 n                                       | —  |
| Tronoh Mines .....                    | 21 n                            | 21 n                                      | —  |
| Ural Caspian .....                    | 8 n                             | 21/- b                                    | —  |
| Docks, Wharves,<br>Godowns, &c.       |                                 |   |  |
| H.K. & K. Wharves .....               | 98 n                            | 98 n                                      | 95 b                                       |
| H.K. & W. Docks .....                 | 38 n                            | 38 n                                      | 33 n                                       |
| Hongkewas .....                       | 150 n                           | —   | 150 n                                      |
| New Engineerings .....                | T 5 1/4 n                       | 4.10 b                                    | 4.80 n                                     |
| Shanghai Docks .....                  | T100 n                          | 93 b                                      | 101 n                                      |
| Lands, Hotels & Bldgs.                |                                 |   |  |
| H.K. & S. Hotels .....                | 6.00 n                          | 6.00 n                                    | 6 1/2 n                                    |
| Hongkong Lands .....                  | 55 b                            | 55 s                                      | 55 1/2 b                                   |
| Hongkong Realty .....                 | 0 n                             | 6 n                                       | 6 n  |
| H.K. Territor .....                   | 1 1/2 n                         | 1 1/2 n                                   | 2 n  |
| Humphreys Es. .....                   | 12 1/2 n                        | 12 1/2 n                                  | 12 s                                       |
| Prince's Building .....               | 80 n                            | 87 n                                      | —  |
| Rural Lands .....                     | 1 1/2 n                         | —   | —  |
| Cotton Mills.                         |                                 |   |  |
| Ewo Cottons .....                     | T 7 1/4 n                       | 6 1/2 b                                   | 7 n  |
| Orientalis .....                      | T 2 1/2 n                       | 2 1/2 n                                   | 2 1/4 n                                    |
| Shanghai Cottons (old) .....          | T 3 1/4 n                       | 5 1/2 b                                   | 5 1/2 n                                    |
| do. (new) .....                       | T 2 1/2 n                       | 2 1/2 b                                   | 2 1/2 n                                    |
| Miscellaneous.                        |                                 |   |  |
| Canton Ices .....                     | 5 n                             | 5 n                                       | 5 n  |
| Cements (comb.) .....                 | 7 n                             | 7 n                                       | 6 1/2 n                                    |
| do. (old) .....                       | 6 n                             | 6 n                                       | 5 1/2 n                                    |
| do. (new) .....                       | 1 n                             | —   | 1 1/2 n                                    |
| China Buses .....                     | 0 1/2 n                         | —   | —  |
| China Lights (comb.) .....            | 12 n                            | 12 b                                      | 12 b                                       |
| do. (old) .....                       | 9 n                             | 9 n                                       | 9 n  |
| do. (new) .....                       | 6 n                             | 6 n                                       | 6 n  |
| China Prov. .....                     | 4 n                             | 4 n                                       | 4 n  |
| Dairy Farms .....                     | 15 n                            | 15 n                                      | 14 s                                       |
| Der A. Wing .....                     | 6 n                             | 6 n                                       | —  |
| Hongkong Amusements .....             | 17 1/2 b                        | 17 1/2 b                                  | 17 1/2 b                                   |
| H.K. Constructions .....              | 2.30 n                          | 2.30 n                                    | 2.40 n                                     |
| Hongkong Electric .....               | 50 1/2 s 51                     | 50 3/4 b 51 1/2                           | 51 n                                       |
| H.K. Ropes (old) .....                | 10 n                            | 10 n                                      | 10 n                                       |
| do. (new) .....                       | 5 n                             | 5 n                                       | 5 n  |
| Hongkong Tramways .....               | 20 1/2 p                        | 20 1/2 b 21 1/2                           | 20 1/2 p                                   |
| Lane, Crawford & Macao Electric ..... | 7 n                             | 7 n                                       | 7 n  |
| Mackintosh .....                      | 19 1/2 n                        | —   | —  |
| Nanyang Tobaccos .....                | —                               | 9 60 n                                    | —  |
| Peak Trams (old) .....                | 15 n                            | 15 n                                      | 15 n                                       |
| do. (new) .....                       | 8 n                             | 8 n                                       | 8 n  |
| Sinceres .....                        | 9 n                             | 9 n                                       | 9 n  |
| Singapore Trams .....                 | 11 n                            | 11 n                                      | 10 n                                       |
| Taxis .....                           | 1 n                             | 1 n                                       | 65 Cts n                                   |
| United Asbestos .....                 | —                               | —   | —  |
| do. (Founders)<br>(Ordinary) .....    | 20 n                            | 600 n                                     | —  |
| Watsons .....                         | 11 n                            | 11 n                                      | 11 n                                       |
| Wm. Powells .....                     | 6 n                             | 6 n                                       | 5 n  |
| H.K. Telephones .....                 | 3 3/4 n                         | 3 3/4 n                                   | 3.60 n                                     |



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## MOTORING SECTION

## DRIVING POINTS.

SOME INTERESTING HINTS.

Why is it that many a man who at golf will never rest content until he can be reasonably certain of achieving a clean drive or a long putt, or who will make endless experiments in order to improve the quality of reception afforded by his wireless set, so often contents himself with a low, or, at any rate, mediocre, standard of attainment in the handling of his car? (asks the "Motor").

Many people, after years on the road, are no more proficient in the finer points of handling a car than is the motorist of a fortnight's standing; one is driven to the conclusion that they do not realise the great increase in the pleasure and safety of running a car which follows from the ability to drive it really well. It may be true that the really expert driver is born and not made, but, nevertheless, anyone of average intelligence can quite easily improve his or her driving methods, given a little practice and enthusiasm.

Many people lack a sufficiently high standard of comparison; they have never sat beside a real expert at the wheel, and consequently, fail to realise their own shortcomings. Enthusiasm for improving one's standard of driving also comes with results, as in the case in games; thus, once a driver has succeeded in changing down quickly and rapidly at 30 m.p.h., he will never again be content to stagger up the same hill in top gear or to fuddle his gear-change. Gear-changing should in fact, be a pleasure; the writer will not readily forget the thrill of real enjoyment obtained when he first made a successful change down from top to third on a sports model at 50 m.p.h.

Take even the simple processes of starting and stopping a car, which are easy enough to carry out after a fashion; observation shows that very few drivers trouble to start and stop their cars with any degree of finesse. When getting away, smoothness should, be the object, and the majority of modern cars are fitted with clutches which, if handled properly, will pick up the load so gradually that no shock is experienced. Rough use of the clutch pedal is a common fault.

It is, of course, also important to handle the throttle very carefully, so that the engine is neither stalled nor allowed to rev unduly. Here, in the opinion of the writer, many drivers would do well to make greater use of the hand throttle control, which they would find much easier to operate skillfully than is the ordinary accelerator pedal.

Rolls-Royce drivers, incidentally, are always taught to get away on the governor control rather than the accelerator pedal, and this control is, in many ways, similar in its action to the hand throttle lever of the ordinary car.

Having got the car under way it is advisable to practise changing up from first to second, and from second to top at various speeds until the smoothest possible acceleration is attained. Getting away on an upward gradient requires even greater care if quiet changes and smooth acceleration are to be achieved.

Getting Away Up Hill. Then there is the question of starting a car from a standstill on a really steep upward slope. This involves careful use of the hand brake, which should be eased off gradually as the clutch pedal is being released, so that the clutch picks up the load just as the brake is being freed, the engine, in the meantime, being revved to an extent just sufficient to prevent it from stalling. Common mistakes here are: Stopping the engine by insufficient revving or engaging the clutch too suddenly, and, worse still, allowing the car to run backwards, which may well result in a collision with a vehicle behind.

The matter of bringing a car to a standstill is another apparently simple operation, but one which is frequently carried out in a very amateurish fashion. Apparently, people simply will not devote half an hour to practising pulling up at the near-side kerb, so that one sees cars being left by owner-drivers with the wheels a couple of feet or more from the edge of the road, or, as often as not, the car staking out at an angle into the roadway. In such positions it is taking up undue space, and presents a very untidy appearance.

Parking a Car. The object should, of course, be

to stop the car with the near-side wheels an inch or so from the kerb, but the tyres should not actually be allowed to rub along the kerb. Some drivers make the mistake of maintaining high speeds up to the last minute and then apply their brakes very violently, but it is much better, although less dramatic, to pull up gradually, so that the passengers are not experience any forward jerk. It will usually be found that a smoother stop results if the clutch and gear lever are left alone until the speed of the car is reduced to walking pace, the clutch then being disengaged to avoid stalling the engine.

The most shocking mistakes, however, arise when endeavours are being made to park a car in a limited space. Suppose, for instance, that there is a long line of stationary vehicles with a gap between two of these, perhaps some 18ft. long, in which the owner-driver wishes to insert his 13ft. vehicle. Time and again one sees him endeavouring to drive into such a space forward, with the result that, when his radiator is up against the car in front, his rear wheels are still well into the road, and no amount of reversing is and for will improve matters.

The correct procedure is to back into the space available at an angle, the front wheels being finally put on full lock when the tail of the car is almost in the desired position. In this, as in other matters, the owner-driver will be well repaid by making a few experiments, say, by marking two points on the kerb some 16ft. or 20 ft. apart, and then endeavouring to reverse into position between them.

Negotiating Corners. The negotiation of corners is another matter deserving considerably more care and attention than most drivers imagine to be necessary. In taking a bend where walls or hedges obscure the view, there would appear to be two methods in common use, some people hugging the nearside edge of the road while others keep more to the crown of the road, because, by so doing, their range of vision forward is increased.

A middle course is probably the safest, the car being kept sufficiently far out to give a reasonable range of vision, while it is sufficiently near the left-hand kerb to avoid risk of collision with an oncoming vehicle. Right-angle corners in city and suburban streets are often taken much too wide, so that the car swings round well into the middle of the road and the risk of accident is thus increased.

The great thing is to approach such a corner not too near the left-hand kerb (when about to turn to the left), the car being steered so that the near-side rear-wheel just misses the kerb at the corner; in this way, when the corner has been taken, the car will be well to the left of the road.

In many cases the car must be slowed to a crawl in order to make sure that no traffic is approaching, before actually taking a right-angle turn, and a change-driver change gear while slowing for the corner, but the writer believes that a more pleasant result is obtained by changing just at the instant when the way is seen to be clear before accelerating.

Turning off a busy main road into a side street on the right is another operation which is often very badly done. The most common mistake is

to slow up well to the near side with the right arm extended, the result being that the drivers of overtaking vehicles pass in a long continuous stream without giving the baulked driver much chance of executing his intentions with safety. It should surely be obvious that the right procedure is to keep to the crown of the road, with the right arm extended, thus giving other drivers an opportunity to overtake to the left while a chance of crossing to the right is being awaited.

Controlling the Spark. The control of the advance and retard lever is too often neglected; in most cases, the top-gear performance of a car can be materially improved by making proper use of this device, although some engines are much more susceptible to the timing of the spark than are others. The ignition should be retarded when it is desired to proceed slowly on top gear, and then, when accelerating away, it should be advanced as the speed increases.

The operation of "cutting" other cars is another matter, requiring study, and while to cut things too fine is to run needless risks, it is probably equally dangerous to swing out widely and leave an absurdly large space to the left.

Some people seem to take a malicious pleasure in driving back to the near side of the road much too quickly, after drawing ahead of another vehicle, but this mistake is, no doubt, often due to ignorance. The relative speed of one car passing another is often only about 10 miles an hour, so that time must be allowed to get well ahead of the overtaken vehicle before resuming the near side of the road. It naturally follows that, if traffic is approaching, the driver desiring to overtake must make sure that it is sufficiently far away to give him plenty of time.

So much has been written about gear changing that it is sufficient to say that double declutching is a much easier operation than is commonly believed, and one which certainly repays practice by the results obtained. A quick change to a lower gear may be required either for rapid acceleration in traffic or during the ascent of a hill, and the ability to effect it rapidly and with absolute certainty should be regarded as an essential qualification in any driver, and not as a trick only to be expected from the expert. Many people make the mistake of dabbling the accelerator pedal during the double declutching process, whereas it is really much easier (although it entails a quicker movement of the pedal and gear lever) simply to hold the accelerator pedal in position, allowing the engine to rev up while the double declutching and gear shifting operations are being carried out.

Clutch stops are not now commonly fitted, but on cars which employ them they should be understood and used by the driver. This is mentioned because the writer has known more than one case of a driver who had great difficulty in changing gear because he had no idea that a clutch stop was fitted to his car, the action of which depended on the extent to which the clutch pedal was depressed. Once he had learned that the pedal should be fully depressed when changing up, and only partially depressed when changing down, he was delighted with the ease with which he could change gear.

Driving in Reverse.

Gear changing is a good test of a driver's abilities, but almost equally searching is a trial of the confidence with which he can control a car running backwards. Driving a car in reverse was in fact an Army test for several years during the war. Reversing at anything but a crawl is, of course, not often required, but the ability to control a car with confidence when it is running backwards at speed may prove very useful indeed in an emergency—say on a steep hill.

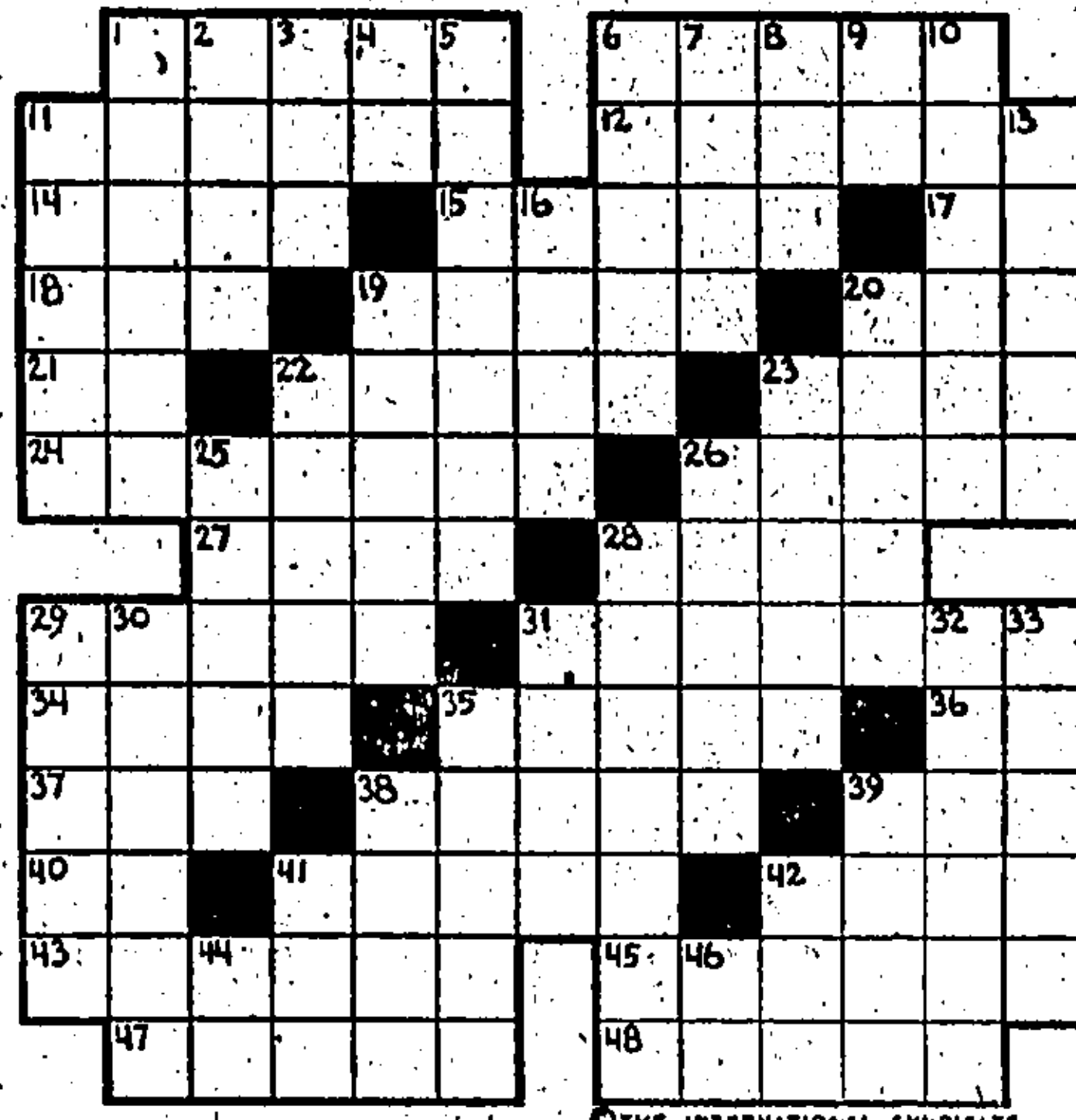
Again, a car must often be driven in reverse when manoeuvring in a confined space; for example, if it be desired to turn round in a narrow roadway. In such circumstances many drivers make the mistake of using only a portion of the full steering lock available, so that instead of getting round with one reversal, they go to and fro across the road perhaps half a dozen times. This can usually be avoided by using full lock in each direction, the steering wheel being shifted quickly as soon as the car gets on the move.

Controlling Skids.

Lastly, there is the matter of the avoidance and control of skidding. Some cars are, of course, much steadier on a slippery road than others, but the fact that most drivers are unnecessarily nervous of a skid is clearly shown by their slow rate of travel on a wet day. This nervousness largely arises from the fact that they have never troubled to learn how to control a skid, preferring to crawl along in the hope that this contrivance will not occur. The first point to grasp is that the adhesion available to prevent skidding of the rear wheels is only the balance left when acceleration or braking has been provided for; in other words, sudden brake application or a sudden release of the throttle opening both reduce the ability of the rear wheels to prevent tail wagging. Space will not permit of a lengthy description of the ways in which skids can be controlled, but, in this matter, a little practice is worth pages of theory, so that the owner-driver can practise on a slippery and deserted road on a wet day with the idea of putting in an hour's practice in its control. This is the principle to follow: When the tail wags leave the

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



THE INTERNATIONAL SYNDICATE.

## HORIZONTAL

- 1-Gloomy
- 6-Mister (India)
- 11-Containing to the sea
- 12-Thought
- 14-Ardor; dash (Fr.)
- 15-Little valleys
- 17-Observe
- 18-Old's name, shortened
- 19-Shaded retreat
- 20-Obvious
- 21-Preposition
- 22-Woody plants
- 23-Interwoven
- 24-Closest
- 25-Caste
- 27-Shuts out
- 28-Snare
- 29-Inane notion
- 31-Place
- 34-Cain's brother
- 35-Garden vegetable (pl.)

## HORIZONTAL (Cont.)

- 36-Nearby
- 37-A fish
- 38-Wild
- 39-An exclamation
- 40-Pronoun
- 41-Profit
- 42-Mean; low
- 43-Core
- 45-Prepared for publication
- 47-Those who dye
- 48-Outer garments

## VERTICAL (Cont.)

- 10-Contradict
- 11-A garden product
- 13-Arched roofs
- 16-Instigate
- 19-Scene of combat
- 20-Decorate
- 22-Path
- 23-Whips
- 25-More name
- 28-A bird
- 29-Follower
- 30-Sorcerer
- 31-Perian fairy
- 32-Life
- 33-Horse
- 35-Carriage
- 38-Always
- 39-Destiny
- 41-Consumed
- 42-Child's name
- 44-E. State of U. S. (abbr.)
- 46-Accomplish

## SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

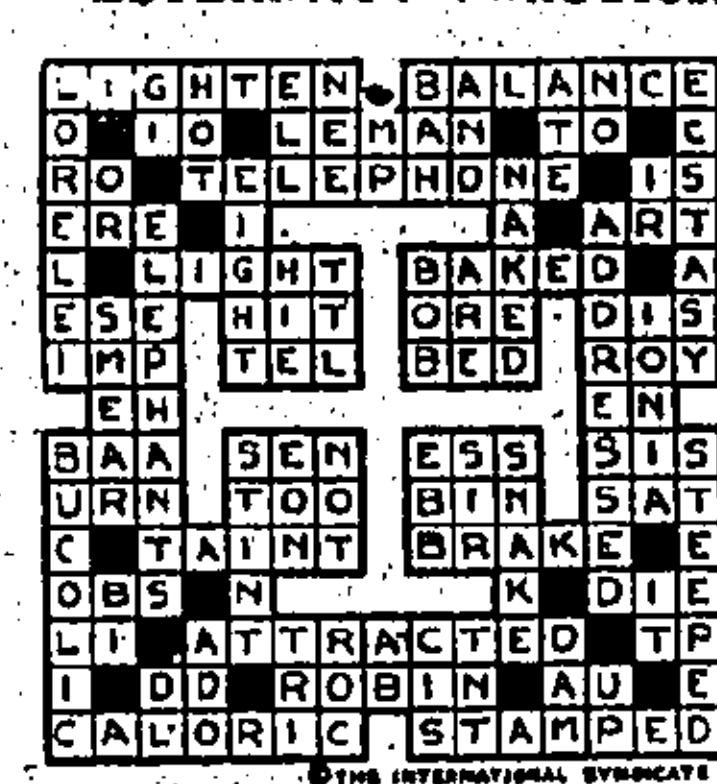
(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

brakes alone and hold the accelerator pedal in such a position that the engine is not driving the car and neither is the car driving the engine. Then, if the rear wheels continue to slide, turn the steering sharply as if steering the car to that side of the road to which the tail is sliding.

## PAINT OUT THE BLOTCHES.

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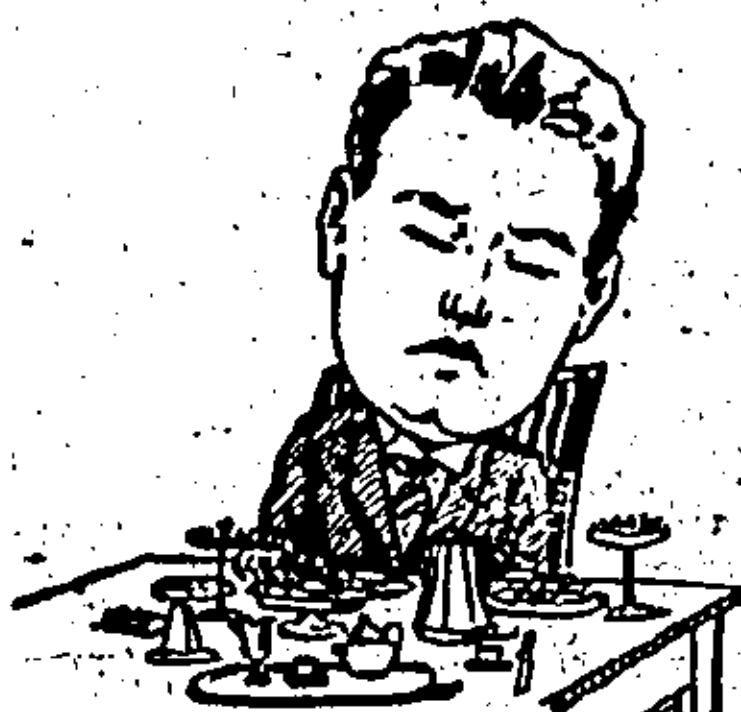
Regarding his challenge to Mr. A. J. Cook to debate the treatment of a British seaman in Russia, Mr. Havelock Wilson has telegraphed to Edinburgh that he will go to Edinburgh after the Leith by-election and will explain "why Cook and his friends dared not face the music."

Four Cambridge undergraduates—P. M. Garnett, D. H. Carter, M. Cowper, and A. L. McMullan—have walked from Cambridge to Oxford, about 80 miles, in 23 hours 25 minutes.

Miss Evelyn Laye, the fourth actress to play the part, who made her first appearance as the Princess in "Princess Charming," at the Palace Theatre, had a splendid reception and sang beautifully.

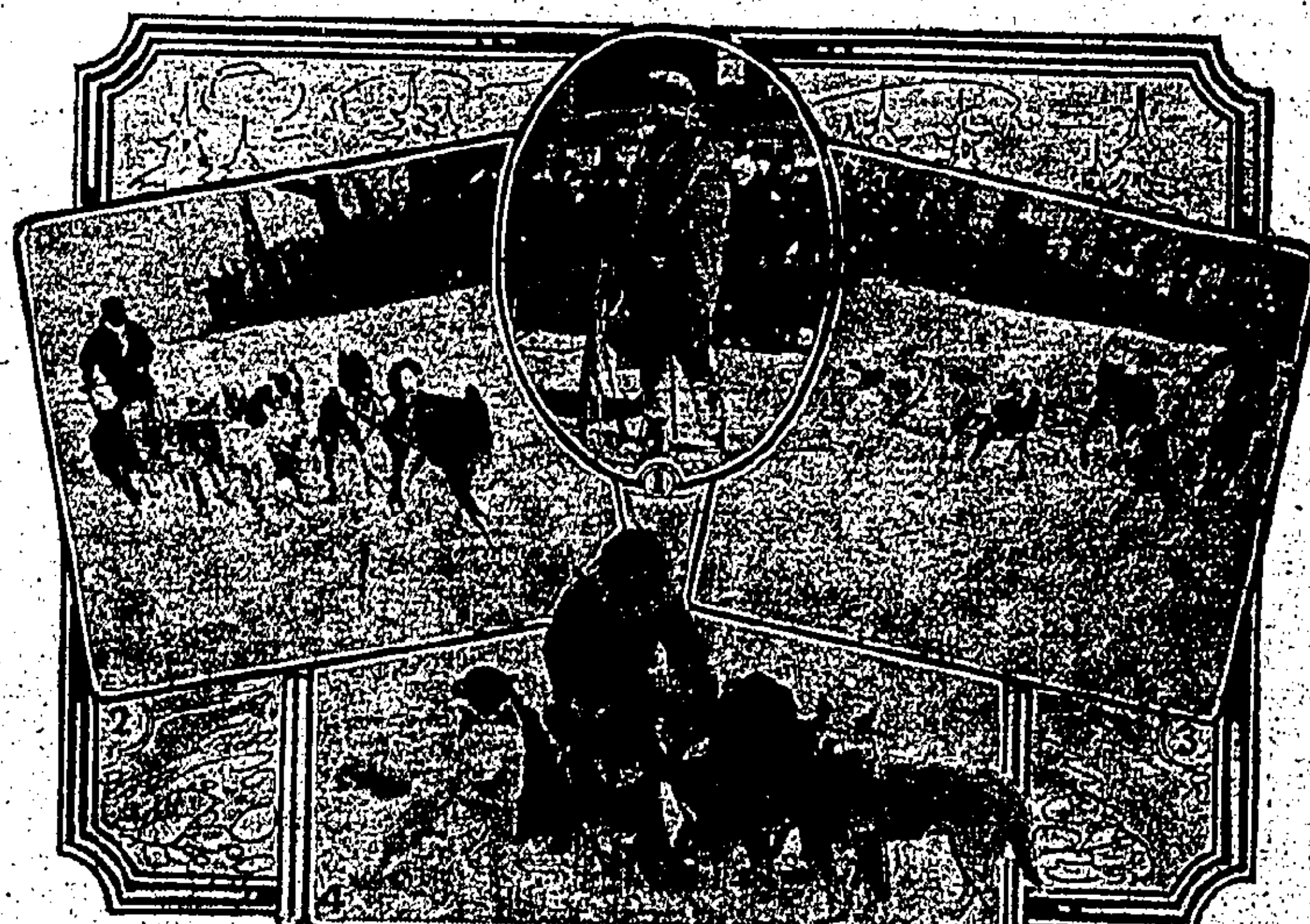
For injuries caused by being knocked down by a motor-car on February 8 last year Mrs. Clara Barry, formerly of Thorncroft Road, Wandsworth, S.W., was awarded £500 damages against Capt. Ernest Vivian Chandler, former amateur heavy-weight boxing champion, at Lambeth County Court.

The Rev. John Henry Hodgson, curate of St. Augustine's Kilburn, has been appointed to the living of St. Augustine's Highgate, and the Rev. George Egerton Ryerson, who graduated at Trinity College, Toronto, and was for some years a missionary in Japan, to that of St. Stephen's Uxbridge Road, Shepherd's Bush.



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1—Emile St. Goddard, winner of Eastern International Dog Derby. 2—St. Goddard's team on the home stretch. 3—Paddy Nolan, 15-year old masher and team which ran fourth. 4—Alaska's entry, Leonhard Geronia, runner-up in race.

**Y**outh made a successful bid for supremacy in the dog racing realm when Emile St. Godard, 19-year old dog musher from The Pas, Manitoba, won the Eastern International Dog Derby held at Quebec February 21, 22 and 23. His team of seven highly-trained greyhound huskies dashed over the finish line in 137 1/2 days race, covering the 130 gruelling miles in 11 hours and 37 1/2 minutes, beating all previous records by 54 minutes and 36 seconds. He secured for the second time the first in 1928, the handsome cup donated by the Quebec International Dog Sled Derby Club.

Leonidas Seppala, hero of the epic race with serum to the stricken Alaskan city of Nome; was a strong contender in the Quebec classic and finished just 20 minutes behind St. Goddard. Seppala, experienced driver as he is, was forced to give way to a man 30 years younger, driving a team of better trained huskies than his own. Seppala bettered St. Goddard's time by several minutes in the last day of the race, as the winner was forced to stop at the old St. Lawrence

part of the race owing to a strain-  
tendon in his leg. George Chervette  
disputed every inch of the race  
course for second place but was  
beaten out by the Alaskan musher.

"Raddy" Nolan the 15-year old con-  
stant made one of the most re-  
markable showings in dog racing an-  
nounced finished fourth out of  
fourteen entries in the race. Due  
to the reputation made last year, when  
although his dogs were disqualified  
for fighting, he stuck to the trail and  
finished ninth in a field of 20, the  
whole of the distance being run in a  
matter of minutes. It is noted, how-  
ever, has been cast over the Nolan hor-  
dole recently for the day after Paddy  
was great race his mother, who had  
been lying ill in the hospital, died.  
After each day of the race Raddy  
would leave his kennel in charge of  
his mother and go to his mother's  
bedside at the hospital. The courage of  
this lad is a general topic of discus-  
sions, and old and experienced  
mushers are concerned over his per-  
formance.

Young Alaskan hounds from the

use of dogs is a commercial necessity. Here it was that dog racing in Canada first started. A group of men, desiring, wishing to paper the race, the Alaskan Sweepstakes, which died out in 1915, gathered in the Snake Room of the Opasquet Hotel and arranged to hold an annual race which they called "earrier out." St. Goddard has been the champion of this long race at The Fair several years, including the race in January.

Out of 300 dogs in the recent race at Quebec, there were but three recognized "lead" dogs. They were "Robby," St. Goddard's leader; "Buck," leader of the "Buck and Cover," trained by the youthful "Boss" Frank Dupuis, winner of the race last year, finished fifth with but three dogs in harness. It is the driver who can successfully train the leader of the pack; who is going to pilot his team through the "set" and "back" and "unlike" and other racing angles, there must be a guide. St. Espalla's famous Alaskan malamute entered the Canadian race this year, securing victory. They battled heroically, but

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ESTABLISHED 1846

HONG KONG, SATURDAY, APRIL 23, 1927.



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### INWARD MAILS.

| From                                       | SATURDAY, APRIL 23 | Per                  |
|--|--------------------|----------------------|
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| Shanghai                                   |                    | Soochow.             |
| Shanghai                                   | MONDAY, APRIL 25   | Szechuen.            |
| U.S.A., Honolulu, Japan, Shanghai & Europe |                    | President Adams.     |
| U.S.A., Honolulu, Japan & Shanghai         |                    | President Jefferson. |
| U.S.A., Honolulu, Japan & Shanghai         | TUESDAY, APRIL 26  | Shinyo Maru.         |
| Japan & Shanghai                           |                    | Amazon.              |
| Amoy                                       |                    | Talma.               |
| Saigon                                     |                    | Athena II.           |
| Canada, U.S.A., Japan & Shanghai           | THURSDAY, APRIL 28 | Empress of Asia.     |
| Japan & Shanghai                           | FRIDAY, APRIL 29   | Malwa.               |
| Straits                                    | SUNDAY, MAY 1      | Suwa Maru.           |
| Manila                                     | MONDAY, MAY 9      | Empress of Asia.     |

### OUTWARD MAILS.

| For  | SATURDAY, APRIL 23 | Per  |
|--|--------------------|--|
| Wei Hai Wei  |                    | Kueichow 2.30 p.m.                         |
| Batavia  |                    | Tjisaraea 2.30 p.m.                        |
| Swatow, Shanghai & Europe via  |                    | Luchow 3.30 p.m.                           |
| Siberia  |                    | Ankung 5 p.m.                              |
| Amoy   |                    | Hai Ching 5 p.m.                           |
| Amoy & Foochow   |                    | Phum Fen 5 p.m.                            |
| Saigon   |                    | Promise 5 p.m.                             |
| Bangkok  |                    |  |
| Swatow & Bangkok   | SUNDAY, APRIL 24   | Kwangchow 8.30 a.m.                        |
| Swatow, Amoy & Formosa   |                    | Hozan Maru 9 a.m.                          |
| Japan  |                    | Samarang Maru 5 p.m.                       |
| Straits & Cebu   | MONDAY, APRIL 25   | Sui Sang.                                  |
| Letters 1 p.m.   |                    |  |
| Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America   |                    |  |
| *Europe via San Francisco—due San Francisco 19th May & Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.                          |                    |  |
| Manila   |                    | President McKinley. President Adams 5 p.m. |
| Swatow, Amoy & Formosa   | TUESDAY, APRIL 26  | Menado Maru 8.30 a.m.                      |
| Straits, Lourenco-Marques & South Swatow, Amoy & Foochow   |                    | Taikwa Maru 8.30 a.m.                      |
| *Saigon, Mauritius & South Africa  |                    | Hai Hong Noo                               |
| Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles 28th May. Registration 12.45 p.m. Letters 1.30 p.m. |                    | Tinhov 12.30 a.m.                          |
| Shanghai, Japan & Europe via   |                    | Amazon.                                    |
| Siberia  |                    | Athena II 1.30 p.m.                        |
| Manila   |                    | President Jefferson 4.30 p.m.              |
| Swatow   |                    | Leesang 5 p.m.                             |

\*Correspondence bearing vessel's name only.

### NATIONALIST SPLIT.

Some Who Count & Some Who Don't.

### KUOMINTANG PERSONALITIES.

Personalities count for a great deal in Chinese politics at the present moment. When Dr. Sun Yat-sen died, the loss of his influence on the Kuomintang Party was acutely felt. Then the Party's scope did not extend even to the whole of Kwangtung province. The non-Cantonese members who paved the way to the late Dr. Sun Yat-sen's last return to Canton soon became offensive but they were routed.

Just about this time, General Chiang Kai-shek's name became prominent but his power numerically was not strong. His Whampoa Cadets soon established a name for themselves as the best of troops in South China. Most of the old-time supporters of Dr. Sun Yat-sen were forced to become exiles. Junior members of the Kuomintang Party who did not see eye to eye with the commander-in-chief also left the province.

Wheels Within Wheels. With Russian aid, Chiang Kai-shek established a comparatively sound government and then set out on his expedition against the North.

There were several rival cliques in the Kuomintang. Chiang Kai-shek played them off against one another to improve his own position.

There never was any open quarrel until about six weeks ago when the Hankow politicians openly questioned Chiang Kai-shek and he replied in an historical speech at Nanchang in which he denounced the Communists and declared himself ready to be shot if he was proved unfaithful to Dr. Sun Yat-sen's "Three Great Principles."

Rumours were current of disagreement in the Nationalist ranks, developing into a cleavage of a definite character between Chiang Kai-shek's partisans and the Hankow Extremists.

Avoiding the Mob. Much remains to be told regarding the momentous convulsion of the Central Executive—that sweeping rule of last month. Present indications are that it will prove of more importance in the future of the China conflict than a military success or defeat for one side or the other.

That conference of the Central Executive should have been held at Nanchang but the politicians quibbled. General Chiang Kai-shek refused to attend at Hankow as he did not relish the atmosphere of a city which reeked with the violence of the Soviet inspired mob which broke into the British Concession in January.

Those With Borodin. As one observer aptly points out, the Nationalist Government was known to have been divided as follows:—

On the one side Mr. Eugene Chen, the Minister of Foreign Affairs, sought in his relations with Great Britain, to apply the Nationalist policy in a temperate spirit, and with the avoidance of extremes. He had a certain amount of support among other members of the Government and that of General Chiang Kai-shek. Against him were George Hsu Chien, Sun Fo, and others, with at the back of them Borodin, the Russian Communist adviser. They have been engaged latterly in attempts to undermine the influence of Chiang Kai-shek, and went to the length of denouncing him as a Chinese Napoleon and a would-be dictator.

Army Against Labour. In the one place Chiang Kai-shek had the support of the army, in the other the opposition were as strongly entrenched behind labour.

General Chiang made it a condition of his attendance at Hankow that the elimination of all Russian influence from the party would be considered. The opposition, at the instigation of Borodin, no doubt, strongly resented this.

The upshot was that with not a member of the Right wing of the party in attendance at the Hankow conference, Chiang Kai-shek had his wings severely clipped.

On the Moscow Plan. Deprived of the influential posts of chairman of the Political Council, the Standing Committee and the Military Council, his supreme authority as commander-in-chief of the Cantonese Army was also replaced by a military council on the Moscow plan, composed of heads of the Executive Committee.

In fact he was shorn of all power, and the entire organisation of the Kuomintang was placed upon a purely Soviet basis, without disguise.

With the ascendancy of the extreme element based upon Hankow it follows that all who regarded General Chiang as their leader have had their powers similarly carbed.

Mr. Eugene Chen's Scheme. This may account for the strange, comparative silence during the last few stirring weeks of Mr. Eugene Chen.

Mr. Chen came suddenly into the limelight over the British Concession at Hankow, and now that some sort of settlement has been reached he seems to have as suddenly vanished behind the scenes.

With Wuhu, Ningpo, Nanking and Shanghai and their vast foreign interests in the forefront of Nationalist objective, the silence of Mr. Chen raises a suspicion that he may also have had his wings clipped. It is known that in the re-shuffle of officers General Chiang's chief political lieutenant has been eliminated.

Distinguished Moderates. Mr. Chiang Ching-kang, the official in question, not only looked after the Generalissimo's interests in the Political Council but was also his nominee on the Standing Committee of the party.

Further, in his efforts at re-organisation, the Central Executive have, to all intents and purposes, dismissed such historic former leaders as Mr. Hu Han-min, a former chief of the party in Canton, Dr. C. C. Wu, and other distinguished Moderates who had fought shoulder to shoulder with the late Dr. Sun Yat-sen for the establishment of a Chinese Republic for years before Borodin and his clique were thought of.

National Issue. There has been talk of negotiations between the Southern and Northern military leaders for the elimination of the Russian element from both sides, thus making the issue purely and simply a national one.

If Chang Tso-lin agrees General Chiang with his armies will be morally bound to secure the fulfilment of his share of the bargain. The Extremists may yet find that they have not finally triumphed.

The Cantonese army being far from the scene of the slight to its

chief has as yet exercised no influence. It was kept in ignorance of the proceedings.

### Kaleidoscopic Events.

At present the Southern generals appear to be on Chiang Kai-shek's side, with the exception of Teng Yen-ia (Chief of the Political Bureau, who has joined the Extremists and has an eye on General Chiang's position), General Tang Seng-chi (8th Army, who is not a Communist at heart but aspires to power) and, possibly, General Chu Pei-teh (3rd Army).

In the kaleidoscope of events which take place from day to day in China the Nationalist split is the most intriguing. It would be unsafe to prophesy which course the army will follow, as the decision largely depends on how far Hankow is able to undermine the Army's loyalty to Chiang Kai-shek.

### Scored First Blood.

This is the first time in their history that Borodin and his henchmen have come out into the open. They have thrown down the gauntlet and scored first blood. Either Borodin or General Chiang Kai-shek must go. If Chiang Kai-shek is defeated Borodin becomes dictator south of the Yangtze.

To combat the "Reds," Chiang Kai-shek has brought back the "conservative" politicians from without the fold, and has curbed the Communists from Shanghai to Canton.

### NOTICE.

### ANZAC DAY.

MEMBERS of the Ex-Active Service Men's Association and others interested are asked to be present at 9.30 a.m. on the 25th April, 1927, when a wreath will be laid on the cenotaph in Memory of the Australians and New Zealanders who gave their lives in the Great War, 1914-1918.

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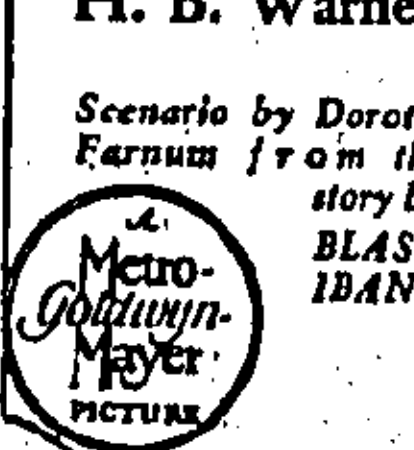
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